

DISCARDED  
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FIFTEENTH ANNUAL REPORT  
OF THE  
**Railroad Commission**  
OF THE  
**State of Florida**

FOR THE YEAR ENDING FEB. 29, 1912.

SEP 23 1915



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## COMMISSIONERS.

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GEO. G. MCWHORTER, *Chairman*, Commissioner; } Aug. 17,  
E. J. VANN, Commissioner; } 1887, to  
WILLIAM HIMES, Commissioner; } June 13,  
JOHN G. WARD, *Secretary*. } 1891.

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner; } July 1,  
HENRY E. DAY, Commissioner; } 1897, to  
JOHN M. BRYAN, Commissioner; } Jan. 3,  
J. L. NEELEY JR, *Secretary*. } 1899.

HENRY E. DAY, *Chairman*, Commissioner; } Jan. 3,  
JOHN M. BRYAN, Commissioner; } 1899, to  
JOHN L. MORGAN, Commissioner; } Jan. 8,  
JOHN L. NEELEY, *Secretary*. } 1901.

HENRY E. DAY, *Chairman*, Commissioner;  
(Henry E. Day resigned October 1, 1902, and  
was succeeded by R. Hudson Burr. At the  
same time John L. Morgan was elected Chair- } Jan. 8,  
man for the rest of the term.) } 1901, to  
JOHN M. BRYAN, Commissioner; } Jan. 6,  
JOHN L. MORGAN, Commissioner; } 1903.  
JOHN L. NEELEY, *Secretary*.

(John L. Neeley resigned October 1, 1901, and  
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, *Chairman*, Commissioner; } Jan. 6,  
R. HUDSON BURR, Commissioner; } 1903, to  
JOHN L. MORGAN, Commissioner; } Jan. 3,  
ROYAL C. DUNN, *Secretary*. } 1905.

JEFFERSON B. BROWNE, *Chairman*, Commissioner; } Jan. 3,  
R. HUDSON BURR, Commissioner; } 1905, to  
JOHN L. MORGAN, Commissioner; } Jan. 8,  
ROYAL C. DUNN, *Secretary*. } 1907.

R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, *Secretary.* } Jan. 8, 1907, to } Jan. 4, 1909.

R. HUDSON BURR, *Chairman*, Commissioner ;  
 NEWTON A. BLITCH, Commissioner ;  
 ROYAL C. DUNN, Commissioner ;  
 S. E. COBB, *Secretary*. } Jan. 4,  
 (S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.) } 1909, to  
 } Jan. 3, 1911.

R. HUDSON BURR, *Chairman*, Commissioner ;  
NEWTON A. BLITCH, Commissioner ;  
ROYAL C. DUNN, Commissioner ;  
J. WILL YON, *Secretary*. } Jan. 3,  
1911, to

# Report of RAILROAD COMMISSION State of Florida.

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Tallahassee, Fla., March 1, 1912.

To His Excellency, Albert W. Gilchrist,  
Governor of Florida.

SIR—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1911 and ending February 29, 1912, the same being the Fifteenth Annual Report.

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## PHYSICAL CONDITION OF RAILROADS.

Under this head the Commissioners call your attention to the report of their Inspecting Engineer, which will be found elsewhere in this report.

Mention was made in our last annual report of Order entered against the Tavares & Gulf Railroad Company directing it to do certain work on its roadway in order to put same in a safe condition. Also, similar order entered against the Atlanta & Saint Andrews Bay Railway Company.

The latter named company went to work on its line with a view to carrying out the terms of our Order. Our Inspecting Engineer has made close and frequent inspections of the progress of this work and as will be seen from his report on the physical condition of this line considerable improvements have been made and the road is being put in a reasonably safe condition.

This was not true of the Tavares & Gulf Railroad. This road had not carried out the terms of our Order and the roadway continued to be in a very unsafe condition for the

transportation of passengers and property over its line. It was a known fact to us that it was practically a daily occurrence for the trains operating over this line to run off its track running at a very reasonably low rate of speed. We, therefore, obtained an alternative writ of mandamus in the Supreme Court to compel this line to put its roadbed in a safe condition and carry out the terms of our Order. To the answer of the railroad company to the writ our Counsel demurred, which demurrer the Court overruled. The case must now proceed on issues of fact to be determined by the testimony adduced in behalf of each of the parties. We are advised that this road has several thousand crossties along its right-of-way, and is at work putting these into its track, and is showing a more manifest purpose to put its line in a safe condition. It is our purpose to push this case with all vigor and have this line put in a proper condition.

As stated in our Fourteenth Annual Report inspection of the physical condition of all the railroad lines in Florida has been carried on by the Inspecting Engineer, and but for the exceptions herein referred to there has been a steady improvement to the tracks of the railroad companies in the State with every indication that improvements will continue.

#### LITIGATION.

The status of all matters in litigation in which the Commissioners are interested will be found in the Report of Special Counsel to the Commissioners which will be found elsewhere in this report.

#### STATE EXPRESS RATES.

Mention was made in our Fourteenth Annual Report that Order had been issued effective June 15, 1910 prescribing rates, classification, rules and regulations for the use of the Southern Express Company in Florida and that the Express Company applied to Judge Sheppard of the United States District Court for an injunction restraining the operation of said rates, classification, rules and regulations, but that such injunction was denied by Judge Sheppard but that he ordered the Express Company to put in and operate these rates for a reasonable period

effective August 1, 1910, after which the company would be allowed to make a showing as to the effect of the reduced rates on their revenue as compared with the old rates. It was further stated in our last Annual Report that an application of the Southern Express Company was pending asking the Railroad Commissioners to hear them in an effort to make a showing as to the operation of the rates referred to and that the Commissioners had agreed to grant such a hearing. However, no such hearing has been had and rates as ordered are still in effect.

The reduction of rates in question has resulted in a considerable saving to the public in the shipment of a great many articles. The Express Company claims the operation of the rates as ordered by the Commissioners has resulted in a reduction of its revenue of \$60,000.00 a year.

#### INTERSTATE EXPRESS RATES.

Mention was made in our Fourteenth Annual Report of our petition submitted to the Interstate Commerce Commission asking for a reduction of express rates on fruits and vegetables from Florida producing points to points South of the Ohio & Potomac Rivers. This case was duly presented, evidence taken, briefs filed and oral argument had before the Interstate Commerce Commission. However, the Commission is advised under date of January 9, 1912 that upon examination the record being found insufficient as a basis for a satisfactory disposition of the case, it is ordered that the same be re-opened and assigned for further enquiry by that Commission. The date for re-hearing has not yet been set but we are advised under date of February 26th, by the Interstate Commerce Commission that the case will be set down in the course of a few weeks for further hearing in Washington, D. C.

#### INTERSTATE FREIGHT RATES ON FRUITS AND VEGETABLES.

The Railroad Commission Law of this State makes it the duty of the Railroad Commissioners to look into the reasonableness of rates charged by carriers into and out of the State and if such investigation shows that the rates are unjust and unreasonable or discriminatory in their nature then the Commissioners shall call upon the carriers to change the rates.

The Commissioners received many voluminous petitions from fruit and vegetable growers of the State complaining of the unreasonable freight rates on fruits and vegetables from Florida producing points to base points when shipments are intended for points beyond and in other States,—whereupon the Commissioners held a number of meetings at various points in the fruit and vegetable growing sections, made personal investigations and heard the petitioners. They then prepared a schedule of rates on these commodities showing reductions of rates from various stations on the Atlantic Coast Line Railroad and the Seaboard Air Line Railway, presented same and had meeting with these companies and urged them to put into effect said reduced rates, which they declined to do. The Commissioners then made their case before the Interstate Commerce Commission asking that Body to make an Order reducing said rates as asked for. A similar case was made by the Florida East Coast Fruit & Vegetable Growers Association against the Florida East Coast Railway Company, in which case our Commission intervened.

The Interstate Commerce Commission entered its order against the Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and the Florida East Coast Railway Company making decided reductions of rates on these commodities from Florida producing points to base points when for beyond effective January 2, 1912.

The Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway put into effect and is now operating the rates as ordered. But the Florida East Coast Railway Company applied to the United States Commerce Court for an injunction restraining the operation of said reduced rates which injunction is now in force and the case is still before the Commerce Court. The Commissioners will continue to prosecute this case with vigor in an endeavor to have rates as ordered by the Interstate Commerce Commission put into effect on the Florida East Coast Railway, which we are confident of accomplishing.

It is estimated that the operation of these reduced rates on the Atlantic Coast Line Railroad and the Seaboard Air Line Railway will result in a saving to shippers of more than One Hundred and Fifty Thousand Dollars per year.

### CHANGES IN CLASSIFICATION.

Since our last Annual Report the following changes in classification have been made:

Order No. 334.

File No. 1573 K.

Supplement No. 3 to Florida Classification No. 3.  
On Page 33.

Classification Now Reads:

Food, Animal or Poultry, viz.:

Food for Birds, See Bird Food.

Prepared, N. O. S., in boxes, bbls., or in cans,

boxed, L. C. L. .... 4

Same, C. L. .... 6

Prepared, in glass, boxed.... 2

Classification Amended to Read:

Food, Animal or Poultry:

Food for Birds, See Bird Food.

Dry Animal and Poultry Powders, Condiments or

Tonics, in sacks, boxes, pails, wooden or metal  
covers, drums or bbls., L. C. L. .... 4

Same, C. L. .... 6

Prepared, in glass, boxed.... 2

Beef Scrap, Meat Meal, Mica Grit and Ground

Oyster Shell (bulk) in sacks.... D

Animal and Poultry Food, N. O. S. (bulk) in  
sacks .... D

Dog Cakes, Biscuit or Food, packed or in sacks.. 3

N. O. S. .... 1

On Page 46.

Classification Now Reads:

Limestone, viz.:

Ground in bbls., L. C. L. .... 5

Same, C. L. Min. Wt. 30,000 lbs.... 6

N. O. S., See Marble and Granite.

Classification Amended to Read:

Limestone, viz.:

Ground or crushed in bbls. or sacks, L. C. L.... 1-2 of 6

Same in sacks, bbls. or bulk C. L. Min. Wt. 30,000  
pounds .....

P

N. O. S., See Marble and Granite.

Effective June 15, 1911.

J. WILL YON, Secretary,  
Florida Railroad Commission.

Order No. 343.

File No. 3048.

Supplement No. 4 to Florida Freight Classification No. 3.

Issued by the Florida Railroad Commission.

Effective September 1, 1911.

Tallahassee, Dec. 22, 1911.

Florida Classification No. 3.

Page 31.

Classification Now Reads:

Ammonia, Sulphate of, when shipped to fertilizer  
factories, C. L. 30,000 pounds.....

M

Classification Amended to Read:

Ammonia, Sulphate of.....

M

Classification Now Reads:

Potash, Muriate of, Sulphate of, when shipped  
to fertilizer factories, C. L. 30,000 pounds.....

M

Classification Amended to Read:

Potash, Muriate of, Sulphate of.....

M

J. WILL YON, Secretary,  
Railroad Commission State of Florida.

Order No. 351.

File No. 1573-L.

Supplement No. 5 of Florida Freight Classification No. 3.

Issued by the Florida Railroad Commission.

Effective January 22, 1912.

Tallahassee, Dec. 22, 1911.

Florida Classification No. 3.

Page 62, Under the Head of Seed.

Classification Now Reads:

Bird; See Bird Food.

Beggar Weed .....

3

## Classification Amended to Read:

Bird; See Bird Food.

Beggar Weed, uncleaned, in bbls. sacks or boxes,	
L. C. L.....	6
Same, in bulk, or in boxes, C. L. Min. Wt. 12,000 pounds .....	A
Same, cleaned, in bbls., sacks, or boxes, L. C. L....	3
Same, cleaned, in bbls., sacks, or boxes, C. L.....	6

Page 42, Under the Head of Iron and Steel Articles.

## Classification Now Reads:

Posts, Fence .....	6
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## Classification Amended to Read:

Posts, Iron or Steel, L. C. L.....	6
Same, C. L. (Not cast iron or ornamental) .....	2-3 of 6

Page 43, Same Head.

## Classification Now Reads:

Sheet Iron, viz.:

Cut in strips for stove pipe; See Pipe.

Plain, Galvanized or Corrugated, in crates or bundles .....	6
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## Classification Amended to Read:

Sheet Iron, viz.:

Cut in strips for stove pipe; See Pipe.

Black or Galvanized, either Plain or Corrugated, in crates or bundles, L. C. L.....	6
Same, C. L., Min. Wt. 30,000 lbs.....	2-3 of 6

Page 40, Same Head.

## Classification Now Reads:

Bolts, Nuts, Rivets and Washers, in bundles, kegs, casks, barrels, drums, L. C. L. ....	6
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• Same C. L., See Special Iron.

Same, except in kegs, casks, barrels or drums....	2
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## Classification Amended to Read:

Bolts, Nuts, Rivets and Washers, in bundles, kegs, casks, barrels, drums or boxes, L. C. L....	6
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Same, C. L., See Special Iron.

J. WILL YON, Secretary,  
Railroad Commission State of Florida.

## HEARINGS AND INVESTIGATIONS.

As stated in previous reports a greater number of cases and complaints brought before the Commissioners are settled by informal handling, and thus in most of cases avoiding formal hearings in their adjustment. However, when the Commissioners have failed to effect a satisfactory settlement of complaints by such informal handling, formal hearings are had at which times the representatives of the complainants and the transportation companies are heard. In addition to such matters as have been settled informally and sessions held at the office in Tallahassee during the year, the Commissioners have held meetings at the following places:

Jacksonville, March 1st to 3rd, attending hearing before Interstate Commerce Commission in matter of freight rates on fruits and vegetables from Florida producing points to base points when far beyond. Present, Commissioners Burr, Blitch and Dunn.

Panama City, March 24th, hearing and investigation in the matter of depot facilities. Present, Commissioners Burr and Blitch.

DeFuniak Springs, March 25th, formal hearing and investigation in the matter of extension and improvement of depot facilities. Present, Commissioners Burr and Blitch.

Daytona, March 30th, hearing and investigation in the matter of depot facilities. Present, Commissioners Burr, Blitch and Dunn.

Jacksonville, March 31st, conference with officials of Florida East Coast Railway Company with reference to congestion of traffic on that line. Present, Commissioners Burr, Blitch and Dunn.

Carrabelle, April 6th, investigation in the matter of depot facilities. Present, Commissioners Blitch and Dunn.

Washington, D. C., May 1st, in matter of case of Florida Railroad Commission vs. Southern Express Company before the Interstate Commerce Commission in the matter of reduction of express rates on fruits and vegetables from Florida producing points to points South of the Ohio & Patomac Rivers. Present, Commissioners Burr and Dunn.

St. Catherine, June 5th, investigation of depot facilities. Present, Commissioner Dunn.

Leesburg, June 6th, investigation as to depot facilities. Present, Commissioner Dunn.

Mile Post 910, Atlantic Coast Line Railroad, three miles North of Arcadia, July 5th, investigation as to advisability of establishing station. Present, Commissioner Burr.

Ft. Greene, July 6th, investigation with reference to location of depot. Present, Commissioner Burr.

Blountstown, July 14th, hearing and investigation with reference to operation of express service on Marianna & Blountstown Railroad; also, depot facilities at Blountstown. Present, Commissioners Burr, Blitch and Dunn.

Leesburg, July 20th, formal hearing relative to advisability of ordering union depots at Leesburg and St. Catherine. Present, Commissioners Burr, Blitch and Dunn.

Carrabelle, July 28th, investigation as to location of depot. Present, Commissioner Burr.

Carrabelle, August 10th, investigation as to location of depot. Present, Commissioners Burr, Blitch and Dunn.

Hildreth, August 18th, investigation with reference to depot facilities. Present, Commissioner Burr.

Kathleen, August 28th, investigation as to express facilities. Present, Commissioner Blitch.

Daytona, September 5th, investigation as to depot facilities. Present, Commissioners Burr, Blitch and Dunn.

Palm Beach, September 6th, investigation as to depot facilities. Present, Commissioners Burr, Blitch and Dunn.

Fellsmere, September 7th, inspection of Fellsmere Railroad with view of determining whether or not same should be recognized as a common carrier. Present, Commissioners Burr, Blitch and Dunn.

Frostproof, September 26th, investigation as to location of depot. Present, Commissioners Blitch and Dunn.

Davenport, November 8th, investigation as to depot facilities. Present Commissioners Blitch and Dunn.

Garden City, January 30th, to investigate the matter of locating depot. Present, Commissioners Blitch and Dunn.

St. Cloud, and Narcoosee, February 20th, investigation as to train service on Kissimmee-Narcoose Branch. Present, Commissioner Dunn.

#### DEPOTS AND AGENCIES.

Depots have been ordered built by the Commissioners and agencies established during the year, all of which orders have been complied with except as hereinafter noted:

Order 323—Freight and Passenger depot at Limestone.

Order 324—Freight and Passenger depot at Youmans.

Order 325—Regular Agency at Ocoee.

Order 329—Freight and Passenger depot at Panama City.

Order 331—Enlargement and improvement of passenger depot at DeFuniak Springs.

Order 335—Freight and Passenger depot at Blountstown.

Order 337—This Order was entered dismissing the matter of Union Passenger Depot at Leesburg, Florida, after an investigation by the Commissioners upon which they found that the erection of such a depot at Leesburg would be impracticable. However the Seaboard Air Line Railway, one of the interested roads, agreed to, and has since, built a very adequate passenger depot and improved its local freight facilities.

Order 338—Union Freight and Passenger depot at St. Catherine.

Order 339—Freight and Passenger depot at Ft. Greene.

Order 340—This order was entered dismissing the matter of erection of new passenger depot at Arcadia. Notice was issued and hearing had in the office of the Commissioners at which the railroad and the citizens of Arcadia were represented, and the representatives of said citizens requested the Commissioners that they hold up the matter of issuing order until they had had the opportunity of conferring with the officials of the Atlantic Coast Line Railroad with a view to determining whether or not satisfactory arrangements could be made with both sides in the matter of erection of said depot without a formal order entered by the Commissioners. Later the Commissioners were advised by said representative citizens that such a

satisfactory agreement had been reached and thereupon the Commissioners issued their Order 340 dismissing the matter, and the depot has been built as agreed upon.

Order 341—Freight and Passenger depot at Wakulla.

Order 342—Freight and Passenger depot at Carrabelle.

Order 348—Freight and passenger depot at Elkton, also regular agency established.

Mention is made of some of the improvements which have been accomplished without formal orders as follows:

Express agency established at McAlpin.

Depot at Hildreth.

Additional side track facilities at Piedmont.

Depot improved at Dayville.

Agency established at Lockhart.

Express delivery and independent telegraph office at Brooksville.

Side-track and depot facilities and flag stop established at 910 Mile Post, 3 miles North of Arcadia on A. C. L. R. R.

Shed for freight and passengers built at Eddison Junction.

Freight and Passenger depot built at Davenport.

Freight and passenger depot built at Telogia.

Free delivery limits for telegraph messages extended in the City of Jacksonville.

Stock pen built at Hines.

Umbrella shed and passenger depot improved at River Junction.

Reduction of rate on coal from \$2.55 per ton to \$2.15 per ton from Alabama mines to Quincy and Tallahassee, Florida.

The exceptions referred to under this head are as follows:

Under date of May 1, 1911 the Commissioners issued their Order 331 directed to the Louisville & Nashville Railroad Company to improve its passenger depot at DeFuniak Springs by enlarging its waiting room, providing umbrella sheds and electric lights and making certain other improvements therein mentioned. Whereupon said railroad company applied to Judge Wolfe of the First Judicial Circuit of Florida for an injunction restraining the operation of said order. Judge Wolf granted upon their application a temporary restraining order upon the

grounds presented by the railroad company, to which grounds our Counsel demurred and Judge Wolfe dismissed the case and said company thereupon appealed to the Supreme Court of Florida where the case still stands.

#### NEW RAILROADS GIVEN RATES.

Order No. 345 prescribed rates for the Fellsmere Railroad Company, September 15, 1911.

Order No. 347 prescribed rates for the Lake Hancock & Clermont Railroad Company, November 24, 1911.

Order No. 353 prescribed rates for the Birmingham, Columbus & St. Andrews Railway Company, February 6, 1912.

Rules amended during the year are Rule 6 of the Demurrage Rules, and Rule 18 of the Rules Governing the Transportation of Freight. (See the amended rules and as now effective elsewhere in the report.)

#### EXAMINATIONS OF THE BOOKS AND ACCOUNTS OF RAILROAD COMPANIES AND COM- MON CARRIERS.

Under this head we quote as follows from pages 16 and 17 of our Fourteenth Annual Report:

"The Commissioners called attention to the necessity of expert examinations of the books and accounts of railroad companies and common carriers in their Twelfth Annual Report, March 1, 1909, on pages 13, 14, 15 and 16, and we now quote in part from our recommendation at that time, as follows:

"In making rates, or regulations which result in a reduction of the revenue of a railroad company, it is essential for the Commissioners to know the correctness of its accounts in order that they may prescribe rates and regulations which will be just both to the public and the carrier. In the past they have not had this information, and in many instances have been obliged to act in the dark; therefore, it is essential that the books and accounts of all common carriers doing business in this State should be

audited by men capable of analyzing railroad accounts and forming a basis upon which all future actions of the Commissioners may be based. In order to do this, the Commissioners should have a special appropriation for this purpose, so that the work of auditing all the common carriers doing business in this State may be accomplished with as little delay as possible, regardless of whether there is litigation or not. This will enable the Commissioners to avoid possible litigation in the future by knowing the road's ability to stand reductions in revenue. At the proper time the Commissioners will furnish the Legislature with an estimate of such amount as is deemed necessary to carry out this work.

Unless this is done it will be impossible for the Commissioners to undertake to make the examination of even one of the largest lines operating in this State out of the regular appropriation. Neither the Seaboard Air Line Ry., nor the Atlantic Coast Line Railroad could be audited out of the amount of the regular appropriation remaining after the payment of actual salaries and fixed expenses of the Commissioners. Yet an audit of both of these lines in the near future is necessary. Injunctions are pending against the Commissioners by both of these lines in the United States Court to prevent a reduction of freight rates, and nothing can be done until the true status of their accounts has been determined.

Whatever is said about the examination into the affairs and accounts and operation of railroad companies applies with equal force to express companies, and indeed to all common carriers doing sufficient business to render such examination a practical benefit to the people of the State."

During the session of the Legislature of 1909 the Commissioners did present to the Appropriation Committees of both the Senate and the House an estimate of the amount of a special appropriation for audit work, which would be necessary to carry on this work, in addition to what had already been spent in the audit of the F. E. C. Ry., L. & N. R. R. and the Atlanta & St. Andrews Bay R. R. Nothing, however, was done to carry out these recommendations. The Commissioners pointed out especially at that time that they were at work revising express rates, both State commerce and Interstate Commerce, and that before doing anything definite they wished to know

the true status of the books and accounts of that company."

Again in 1911 the Commissioners made an estimate of appropriation necessary to properly carry on this audit work. Estimate made was for \$50,000.00. Bills for the appropriation of which amount were introduced in the Legislature of 1911; however, this amount was cut down to \$25,000.00 and this was the amount appropriated by the Legislature.

During the year we have used a part of this appropriation in the audit of the Southern Express Company. As this report goes to press we are advised by the Expert Accountants who have been auditing the books and accounts of the Southern Express Company that they have practically completed this work and are ready to make their final report to the Commission. This audit will be a valuable asset to the Commissioners for their guidance in the future regulation of this company.

A small part of this appropriation has also been used for a further audit of the Louisville & Nashville Railroad Company. In our three-cent passenger rate case against the L. & N. R. R. to be able to dispose of this case it was necessary to have an audit of the books and accounts of this company. This audit was had and completed in 1909. The recent audit of the L. & N. above referred to was just a matter of bringing the accounts of this company up to date.

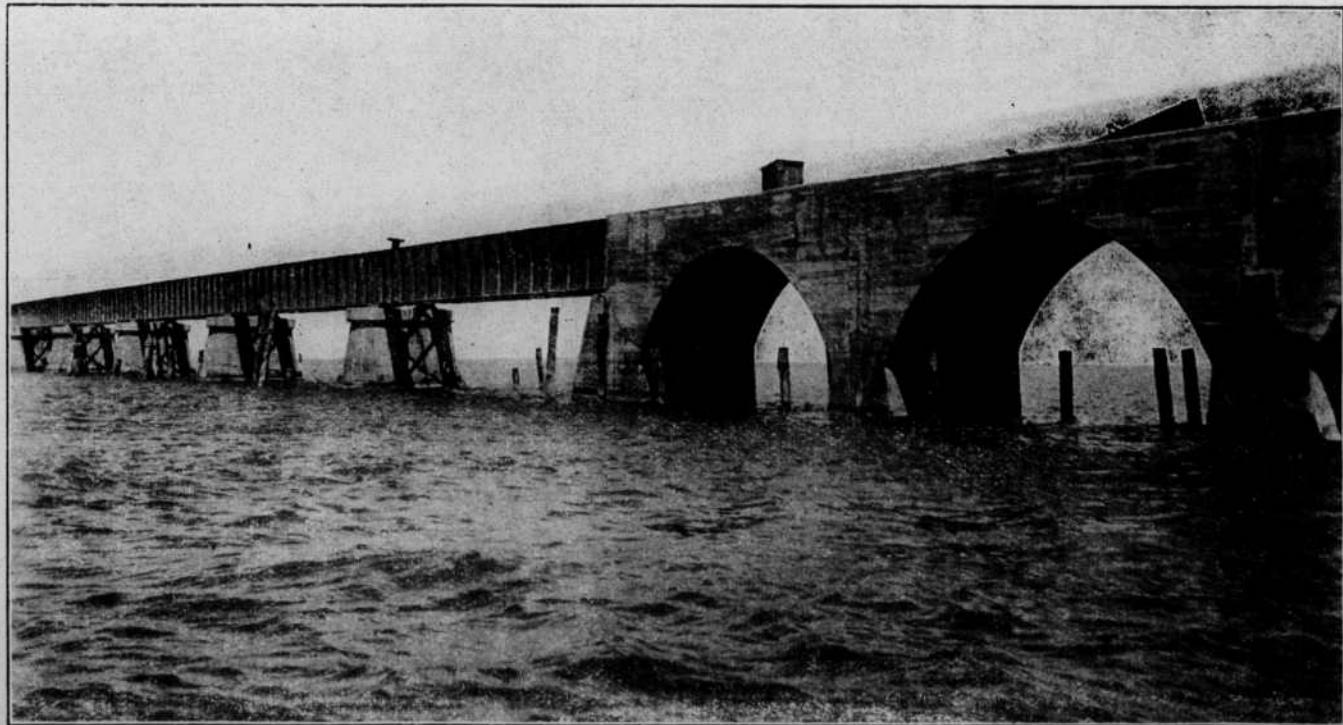
#### AMENDMENT TO THE RAILROAD COMMISSION LAW.

Under this head we quote from our 14th Annual Report as follows:

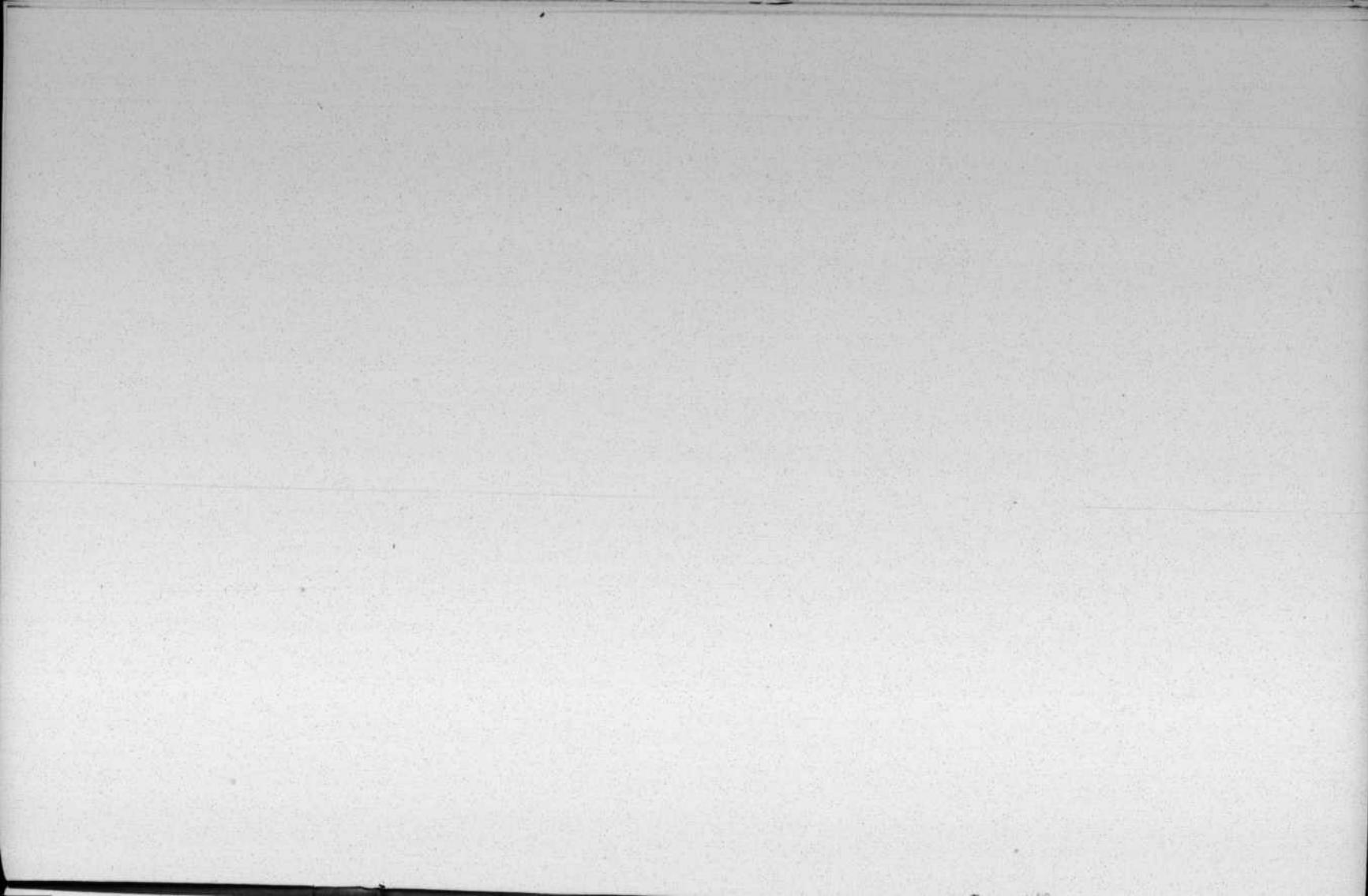
"The Commissioners quote from their 12th Annual Report of March 1st, 1909, as follows:

"The Railroad Commission Law needs amendment in some particulars. The lack of power in the Commissioners to prescribe joint rates for rail and water carriers enables the railroads to deprive those living on or near water courses of the benefits they are entitled to by reason of their natural advantages, and give rise to frequent complaints.

Penalties imposed by the Commissioners ought to be



Portion of Mosier Channel Viaduct—8 Miles in Length—F. E. C. Ry. ("Over-Sea Railway.")



liens on the property of the carrier until they are paid or until they are determined in favor of the carrier. Such a provision in the present law would probably have saved to the State many penalties assessed against the Seaboard Air Line Railway which are now jeopardized by that road having passed into the hands of receivers.

In nearly every proceeding the railroad companies deny the power of the Commission to act in the particular case, and although the Supreme Court has decided that they have large powers under the general terms of the law, some litigation might be avoided by having the powers in some instances made more specific. All technicalities about the forms of the orders and in proceedings to enforce them ought to be abolished, as they serve only to defeat the intention of the law and serve no good purpose."

Following up this recommendation the Railroad Commissioners had prepared a Bill at the session of 1909, which was introduced in both Houses, amending such sections of the present law as had been found from experience to need amending. This Bill passed the House of Representatives with only four votes against, but owing to a deadlock which existed in the Senate for the latter weeks of the session the Bill never could be reached on the calendar, and every effort to bring it up out of order was defeated by those opposed to its passage.

This Bill, with possibly a few changes in it, will be presented to the Legislature again at the session of 1911."

The bill referred to was prepared and introduced in both Houses of the Legislature in 1911. It passed the Senate as introduced practically unanimously but was defeated in the House. Its defeat in the House is no doubt attributed principally to lobbying in the Legislature of certain parties and individuals.

It is hoped the electorate of the State will realize the importance of strengthening the Railroad Commission Law thereby electing legislators who favor giving the Commission more effective power in the regulation of common carriers.

#### FINES.

Fines imposed during the year are as follows:

By Order No. 326, dated April 7, 1911, the Commissioners imposed a fine of \$100.00 against the Tampa & Gulf

Coast Railway Company for violation of Rule 2 of their General Rules account of its failure to file its Annual Report for the year ending June 30, 1910 as provided by law and the terms of said rule.

By Order No. 327, dated April 7, 1911, the Commissioners imposed a fine of \$100.00 against the Atlanta & Saint Andrews Bay Railway for violation of Rule 2 of their General Rules account of its failure to file its Annual Report for the year ending June 30, 1910 as provided by law and the terms of said rule.

By Order No. 328, dated April 7, 1911, the Commissioners imposed a fine of \$100.00 against the Tavares & Gulf Railroad Company for violation of Rule 2 of their General Rules account of its failure to file its Annual Report for the year ending June 30, 1910 as provided by law and the terms of said rule.

By Order No. 332, dated May 1, 1911, the Commissioners imposed a fine of \$3,000.00 against the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company for violation and disregard of their previous Orders entered against these roads in the matter of erection of a union passenger depot at Tampa, Florida.

The fine entered against the Tampa & Gulf Coast Railway by Order No. 326 has been paid, also.

Fine entered against the Tavares & Gulf Railroad Company by Order No. 328 has been paid.

Fine entered against the Atlanta & Saint Andrews Bay Railway by Order No. 329 has not been paid and said railway company has given notice to the Commissioners that they will contest its payment in the Courts and suit has been entered against this company to force the payment of said fine.

Fine entered against the Atlantic Coast Line, the Seaboard Air Line and the Tampa Northern Railroad Company by Order No. 332 has not been paid and suit has been entered against these roads in the Courts to force the payment of said fine.

In the 14th Annual Report under this head mention was made of Order No. 304 dated August 17, 1910 entering a fine against the Atlantic Coast Line Railroad Company for violation of Passenger Rule 12 and which fine had not been paid at that time by the said Company.

After contesting the payment of this fine in the Courts the Atlantic Coast Line has in February 1912 paid it with interest and costs.

#### RATE OF PASSENGER FARE ON THE L. & N.

One of the important cases concluded by the Commissioners during this report year is the 3c passenger rate case against the Louisville & Nashville Railroad Company.

We entered an order against this company in 1903 reducing its passenger rate from 4c per mile to 3c. Said company applied to and secured an injunction in the United States Court restraining the operation of the 3c rate on the ground that said company was not receiving a fair return on its investment by the operation of the 4c rate and to be forced to operate a lower rate would be to deprive it of property without due process of law. The Commissioners could not have the injunction dissolved and its order enforced without a proper showing to the Court of the earning capacity of this road as compared to its investment in the service required to be rendered, therefore, after securing an appropriation from the Legislature of 1907 for an audit of this company, expert accountants were put to work on the books and accounts of the company to furnish us with this information. Before a special Examiner, appointed by the Court, testimony was offered by both the Expert Accountants and the Commissioners and witnesses of the railroad company. After the examination of accounts of the railroad company and in other testimony our witnesses had made a splendid showing to support the reasonableness of our order and the taking of testimony had practically been completed and the same in shape to be turned over to the Court for its further action when the railroad company made a proposition to the Commissioners to the effect that said railroad company would put into effect the 3c rate as ordered without further litigation if we would assume our part of the cost of litigation up to date. Although we felt confident of finally winning the case, after consideration and consulting with our Counsel, Hon. L. C. Massey, we deemed it advisable to accept the proposition of the railroad company which put into effect on May 8,

1911 passenger rate of 3c per mile on its P. & A., Yellow River and Alabama & Florida Divisions.

The expense of conducting this case to a successful conclusion is many times over justified by the benefit derived therefrom.

#### COMMISSIONERS EMPLOY RATE EXPERT.

In November 1911 the Commissioners employed Mr. J. H. Tench as rate expert. Mr. Tench has for many years been engaged in such work as necessarily would give him a splendid understanding of freight and express rates and we have found him to be well suited for the work required of him.

With our previous office force and facilities we found it impossible to get together and keep up a complete file of tariffs publishing rates to and from Florida points and the public of our State was very much discommoded on account of our inability to name rates into and out of Florida. We had collected some of the interstate rates and were in some cases able to quote such rates but, as stated above, our facilities did not permit of our securing and keeping up such a complete tariff file. Our rate man is now working up a file that will contain all such rates from and to Florida points as well as rates between points in this State and we will now be in position to quote the public upon application any of these rates that they may ask for. This is a splendid addition to our facilities and will be of much benefit to the shipping public.

#### RAILROAD COMMISSIONERS GIVEN JURISDICTION OVER TELEPHONE AND TELEGRAPH LINES.

An Act of the Legislature of 1911 gave the Railroad Commission jurisdiction in the matter of regulation of telephone and telegraph lines operating in Florida. Since this Act became effective there has been only a very few complaints made against such lines. A few complaints against the Western Union Telegraph Company have been made, all of which have been settled satisfactorily by informal handling. Among these complaints are the following:

Request from citizens of Brooksville for an independent office, which was established as requested.

Request from citizens of Jacksonville that the delivery limits of that City be extended, which was done by making the delivery limits of cities and towns to extend at least as far as corporate limits of such towns.

The adjustment of rates from St. Andrews Bay to Pensacola.

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The only formal case before us pertaining to telephone companies was that of Arthur Chaires against the Southern Telephone & Construction Company, Tallahassee, Florida. The said company had discontinued the service to the complainant account of his refusal to pay charges of removing phone from his former place of residence in the city to a latter one. Complainant petitioned our Board to enter an order against said company directing it to restore and continue to furnish proper service, which order after consideration was entered. However, said company has declined to obey the order and the Courts will be asked for a mandamus to compel compliance therewith.

For names of various telephone and telegraph lines operating in Florida see elsewhere in report.

**SALARIES AND EXPENSES OF THE RAILROAD  
COMMISSION OF FLORIDA FOR THE  
YEAR ENDING DECEMBER 31, 1911.**

Salaries of Three Commissioners.....	\$ 7,500.00
Salary of Secretary .....	1,500.00
Salary of Special Counsel.....	3,525.75
Salary of Inspecting Engineer.....	2,100.00
Salary of Rate Expert (for 1 1-2 months).....	250.00
Salary of Stenographer .....	990.00
Salary of Janitor .....	240.00
Traveling Expenses:	
Three Commissioners .....	1,294.09
Inspecting Engineer .....	584.46
Special Counsel .....	415.92
Rate Expert .....	67.35
Legal Expenses—Witnesses, filing papers, etc.....	692.94
Legal Expenses—Court Cost .....	1,675.00
Stationery and Office Supplies .....	215.34
Office Furniture and Fixtures.....	153.43
Freight & Drayage .....	1.80
Printing Annual Report .....	775.00
Other Printing .....	63.97
Postage .....	443.11
Express .....	26.09
Telegraph Service .....	129.78
Telephone Service .....	27.00
Law Books and Subscriptions to Rate Journals.	98.70
Ice, Distilled Water and Cooler.....	23.25
Audit of Southern Express Company (From Special Appropriation) .....	7,044.00
Audit of Louisville & Nashville R. R. Co. (From Special Appropriation) .....	847.50
Total .....	\$30,684.48

Respectfully submitted,

R. HUDSON BURR, Chairman.

NEWTON A. BLITCH.

ROYAL C. DUNN.

Attest: J. WILL YON, Secretary.

REPORT OF LOUIS C. MASSEY AS SPECIAL  
COUNSEL.

Tallahassee, Fla., March 1, 1912.

To the Hon. R. Hudson Burr,  
Newton A. Blitch,  
Royal C. Dunn,  
Railroad Commissioners.

SIRS:—On March 2, 1911 I appeared before Commissioner Prouty of the Interstate Commerce Commission at Jacksonville on behalf of the Railroad Commissioners of Florida in the proceeding to obtain lower rates on fruits and vegetables from points of origin in Florida to the base points, over the lines of the Florida East Coast Railway, the Seaboard Air Line Railway and the Atlantic Coast Line Railroad. This case has since resulted in a reduction of the rates in controversy.

On March 31, 1911, I attended the Railroad Commissioners at Jacksonville on an investigation into the causes of congestion of freight traffic on Florida East Coast Railway.

On April 4, 1911 I resigned as Counsel for the Railroad Commissioners, at the same time informing them that I would act for them as far as I could until the end of the legislative session and without compensation.

On April 24, 1911 at Pensacola, Hon. W. A. Blount representing the L. & N. R. R. Co., and I acting for the Railroad Commissioners drew up and signed a final settlement of the L. & N. Passenger Rate Case, by which the passenger fares were reduced from four to three cents per mile.

On June 5, 1911 I turned over the affairs of my office to Hon. F. M. Hudson, my successor.

Late in the autumn I was specially retained to conduct the penalty suits which were pending in Orange County and also the Florida East Coast Passenger Rate Case, which I had previously conducted. On taking up the latter case, counsel were of the opinion that the suit had abated by reason of changes of circumstances and it was agreed that the suit should be dismissed against the Railroad Commissioners and other defendants, but without

prejudice to the right to bring another suit for injunction against the rate.

Three of the cases in Orange County were argued before Judge Perkins at DeLand, February 23, 1912, on the demurrers of the railroad companies to the State's declarations. Two of the Demurrs were overruled, and the third was sustained with leave to amend the declaration. The third case which involves the question of the right of railroad companies to make contracts for the use of each other's cars will probably be taken directly now to the Supreme Court of the State.

Our penalty case in Orange County against the Atlantic Coast Line Railroad for discontinuing trains without permission has been dismissed on payment of penalty, interest and costs.

Respectfully submitted,  
LOUIS C. MASSEY.

**REPORT OF F. M. HUDSON AS SPECIAL COUNSEL.**

Tallahassee, Fla., March 1, 1912.

To the Hon. R. Hudson Burr,  
Hon. Newton A. Blitch,  
Hon. Royal C. Dunn,  
Railroad Commissioners.

SIRS:—I submit the following report showing as far as possible the situation with reference to litigation under my control as your Special Counsel since the assumption of my duties on June 22, 1911.

The following cases have been instituted and practically disposed of:

1. State ex rel Railroad Commissioners vs. Louisville & Nashville Railroad Company and Seaboard Air Line Railway.

This was a mandamus proceeding in the Supreme Court to enforce a better train service by requiring the discontinuance of freight cars and the adoption of a faster schedule on the night trains between Jacksonville and Pensacola. The Courts sustained our demurrer to the return (or answer) and the amended return of respondents as to those allegations affecting the hauling of freight cars, but overruled our demurrer as to the allegations affecting a faster schedule. The result of this ruling was that as to the faster schedule we must go into the taking of testimony. To avoid the delay of taking testimony it was deemed advisable to abandon that part of the case which related to the fixing of a faster schedule and proceed at once to a final judgment on the other branch of the case. This being done the Court ordered a peremptory writ of mandamus requiring the discontinuance of freight cars on the trains in question. Respondents have obeyed the Order of the Court, and nothing remains to be done except the formal disposition of the case. It is expected that the two companies will immediately put in a shorter schedule. If not, the Commission is at liberty to make such additional orders as may be necessary.

2. State vs. Tampa & Gulf Coast Railway.

This was a suit instituted in Hillsboro County to

enforce the payment of a penalty imposed by the Commissioners. It has been settled by payment in full.

3. State vs. Tavares & Gulf Railroad.

This suit was instituted in Orange County to enforce the payment of a penalty imposed by the Commissioners. It has been settled by payment in full.

4. State vs. Atlanta & Saint Andrews Bay Railway.

This suit was instituted in Jackson County to enforce payment of a penalty imposed by the Commissioners. Default has been entered against the defendant and we are entitled to final judgment.

5. State vs. Atlantic Coast Line Railroad Company.

This suit was instituted in Orange County to enforce a penalty imposed by the Commissioners. After institution of the suit the case was put under the control of Hon. Louis C. Massey, as recited in his report and has been since settled by payment in full, as shown in his report.

The following suits instituted by me are still pending.

6. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Tampa Northern Railroad.

This was a suit to enforce payment of a penalty of \$3,000.00 imposed by the Commissioners upon the said companies for delay in connection with the erection of a union depot at Tampa. A demurrer has been filed by our declaration and is now ready for argument.

7. State ex rel Railroad Commissioners vs. Tavares & Gulf Railroad.

This is a mandamus proceeding to enforce the proper maintenance of the company's roadbed. The Court overruled our demurrer to the return filed by respondents and it is now necessary to proceed with the taking of testimony, which will be done as soon as possible. In the mean time the company has to some extent complied with the order of the Commissioners and it is advisable to amend the pleadings to show that fact.

The following proceedings to which the Commissioners are parties defendant have been instituted since I became Special Counsel and are still pending:

8. Louisville & Nashville Railroad Company vs. R. Hudson Burr and others as Railroad Commissioners.

This is a suit originally brought in the Circuit

Court of Walton County to enjoin the enforcement of an order of the Commissioners requiring additional station facilities at DeFuniaq Springs. The Courts sustained our demurrer and dismissed the bill filed by the railroad company. The case has been appealed and is now pending in the Supreme Court.

9. Florida East Coast Railway vs. the United States and the Railroad Commissioners of Florida as inter-vendors.

This suit was instituted in the Commerce Court of the United States to enjoin the enforcement as against the Florida East Coast Railway of an order of the Interstate Commerce Commission reducing Citrus Fruit and Vegetable rates upon the Atlantic Coast Line Railroad, Seaboard Air Line Railway and the Florida East Coast Railway. The other two companies have put in the rate but the Florida East Coast Railway secured an injunction from the Commerce Court. This is a matter of great importance and it has been necessary to devote to it much time and attention.

There are still pending a number of cases started before my connection with the Commission, (including the cases which Mr. Massey has in charge as mentioned in his report) to-wit:

4—Mandamus cases.

6—Injunction suits.

11—Penalty cases.

Two of these cases now pending in the Supreme Court are practically ready for submission and should be disposed of shortly. In four of them, involving the same issue, the validity of an order of the Railroad Commissioners reducing Class P rates, the result will depend in a large measure upon the ruling of the Court who now has under advisement our demurrer to the bill, the matter having been lately argued and briefed.

All pending cases are of importance because they involve the validity of some of the most vital provisions conferring power on the Commissioners. Every case merits the most painstaking consideration and I have endeavored to give to each the full measure of attention.

My duties in connection with your more urgent cases and as your adviser in the daily routine of your work have so occupied my time that I have not been able

to dispose of other litigated matters as rapidly as I would desire.

Respectfully submitted,

F. M. HUDSON,  
Special Counsel.

## REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., March 1, 1912.

Hons. R. Hudson Burr,  
Newton A. Blithe,  
Royal C. Dunn,  
Railroad Commissioners.

GENTLEMEN:—I hand you herewith report for the year ending March 1, 1912.

Accompanying report, are statistics showing mileage of all roads in Florida and other statements taken from the Annual Reports of the Railroad Companies.

From inspections I have made during the year, I have been able to keep in touch with the work of maintenance and the improvements that have been made to roadway and track of the different roads operating within the State

The improvements to road that have been made during the year, have been confined mostly to main lines, and are shown in rail renewals with increased weight of rail, renewal of bridges, putting in concrete and iron culverts and filling trestles, extension of yard tracks, and increasing the mileage of sidings, new depot buildings and other structures.

Some main line tracks that have been improved by rail renewals with increased weight of rail, have been put in a condition where further improvement to these lines must be made by ballasting the tracks with rock or some material other than the soil of which the road bed is constructed.

The increased weight of engines necessary to handle the traffic of the roads, will tend to bring this further improvement to track, and I think the work of ballasting main line tracks with rock will begin at some time in the near future.

Some branch lines have been improved during the year by rail renewals, with rail released from main line tracks, and this improvement will continue as increased weight of rail is put down on main lines. Generally speaking, the tracks on branch lines have been maintained in a safe condition for the speed of trains and the traffic of the

road, but with few exceptions they are not to good surface and line. This is due almost entirely to the rail, particularly where tracks are laid with worn relaying rail, and this has not been taken up and relaid with proper care, these tracks having noisy joints, and not to as good surface as the lines from which the rail came.

The excessive rains we have had during the winter months, have interfered very much with track work on lines all over the State, and soft spots occurring in road bed, has been the cause of some rough track.

#### ATLANTIC COAST LINE RAILROAD.

The Atlantic Coast Line now have approximately 300 miles of main line in Florida constructed with new 85 lb. rail. On other main lines, tracks are laid with 70 lb. and a small per centage of 60 lb. rail; approximately 70 per cent of this rail is relaying rail.

Branch lines are constructed with 50, 56 and 60 lb., mostly relaying rail.

Expenditures for improvements to road during the year, were confined mostly to increasing the mileage of side side tracks, new depot buildings and other structures.

In the work of maintenance of roadway and track, main lines constructed with 85 lb. rail have been maintained in good condition and track in good surface and alignment. Other main lines are maintained in good condition taking into consideration that part of lines constructed with relaying rail. Ties are maintained in good condition and a large per centage of track to good surface, but there is a roughness on parts of lines that is due to the rail and cannot be overcome without renewals with a better rail, unless this can be done by putting on improved joint fastenings.

Branch lines have been maintained in a safe condition for the speed of trains and the traffic of the road. Tie renewals have been kept up, and lines with considerable traffic are maintained in fairly good surface.

Some of lighter traffic, show a large per centage of track that is rough, due entirely to the condition of the rail, and cannot be improved without relaying tracks with a better rail.

### SEABOARD AIR LINE RAILWAY.

The Seaboard Air Line, have made considerable improvement to main line tracks during the year.

On line from Jacksonville to Tampa, rail renewals that were being made last year with new 75 lb. rail North from Plant City, were completed to Santos, a distance of 102 miles from Tampa, with new 75 lb. rail, Weber joint fastenings, releasing 58 and 60 lb. rail. The track has been put to good surface, and a very great improvement to this line has been made.

On line from Jacksonville to River Junction, 25 miles of new 75 lb. rail, Weber joint fastenings, were distributed on the the road bed West from the 94 Mile Post, and renewals have been completed from the 100 Mile Post to Madison, releasing a 58 lb. rail that has been in service a long time.

This was a very much needed improvement and rail renewals should be continued on this line.

New 75 lb. rail, Weber joint fastenings, were also put down from Morriston to a short distance North of Williston, on line where the track is used jointly with the Atlantic Coast Line.

On line from Turkey Creek to Sarasota, through Girder Draw Bridge concrete center pier, was put in at Manatee river, replacing bridge constructed of wood with pile center pier.

Annual Report of the S. A. L. Ry., shows expenditures for Additions and Betterments in Florida for the year ending June 30, 1911 amounted to \$430,635.55.

In addition to track improvement, expenditures for road were made, in increasing the mileage of side tracks, new depot buildings and other structures.

In the work of maintenance of roadway and track. Lines that are constructed with 75 lb. rail and a large percentage of track with 70 lb. rail have been maintained in good condition, and track in good surface and alignment.

Other main lines, are constructed with rail that has been in service for a long time, having a large percentage of rail that is considerably worn, and shows rough track that is due entirely to the rail. The ties on those lines are maintained in good condition, and track shows that

considerable work has been done with track force to maintain surface and line, as well as rail will permit.

Branch lines are constructed mostly with 56 and 60 lb. relaying rail. On lines that have considerable passenger traffic, the ties are maintained in good condition and track will average in fairly good surface and alignment.

On some lines of light traffic and those used mainly for freight service, there is a large percentage of track that is rough, due almost entirely to the condition of the rail, and trains are operated only at a low rate of speed.

Tie renewals are kept up on these lines, but tracks cannot be put in good condition without renewals with a better rail.

#### FLORIDA EAST COAST RAILWAY.

The Annual Report of the Florida East Coast Ry. Co. shows expenditures for Additions and Betterments for the year ending June 30, 1911 amounted to \$491,353.98. A large percentage of this, was for increased mileage of yard tracks and sidings, and for improvements to roadway and track.

Their main line is constructed with 90 lb. rail from Jacksonville to St. Augustine, and this track is ballasted with rock; the balance of main line is constructed with 70 lb. rail, with some rock ballasted track South of West Palm Beach.

On Branch Lines the track is laid with 56 and 60 lb. rail, mostly relaying rails.

Main Line track has been maintained in good condition and track to good surface and alignment.

On Branch Lines, ties are in good condition and track will average in fairly good surface, except on parts of lines where rail is badly worn, and track cannot be put to smooth surface on account of the condition of rail.

#### LOUISVILLE & NASHVILLE RAILROAD.

The Louisville & Nashville Railroad, have made considerable improvement to road on line from Pensacola to River Junction, during the year. New bridges on concrete piers have been completed at Escambia Bay, Yellow

River and at Shoal River, replacing bridges of lighter construction on pile piers. New bridges on concrete piers are also in course of construction at Black Water, Choctawhatchee and Apalachicola rivers to replace bridges of lighter construction.

Main line from Pensacola to Flomaton is constructed with 70 and 80 lb. rail. The balance of main line in Florida is constructed with 70 lb. rail.

Main Lines have been maintained in good condition and track in good surface and alignment.

Branch Line from Crestview to Floraia is constructed with 56 and 60 lb. relaying rail. Tie renewals are kept up, and track averages in fairly good surface and line.

#### GEORGIA, SOUTHERN & FLORIDA RAILWAY.

The Georgia, Southern & Florida have made no improvements to main line tracks in Florida during the year.

The line North from Jacksonville is constructed with 70 lb. rail, from Palatka to State line with 60 lb. rail.

The 60 lb. rail on line North from Palatka has been in service for a long time and shows considerable worn rail.

There is a roughness to track that is due entirely to the condition of the rail.

Tie renewals are kept up, and track has been maintained in fairly good surface considering the rail.

#### GEORGIA, FLORIDA & ALABAMA RAILWAY.

The Georgia, Florida & Alabama have made some improvement to main line during the year, in raising grade line and ballasting track with cinders, North of Hinson.

On Branch Line to Quincy, in widening cuts and filling trestles.

Their main line is constructed with 56 lb. rail, Carrabelle to Tallahassee, 60 lb. rail North of Tallahassee and Branch Line to Quincy.

This track has been maintained in fairly good surface and alignment.

#### APALACHICOLA NORTHERN RAILROAD.

The Apalachicola Northern is comparatively a new

road, constructed with new 60 lb. rail except 7 miles of 80 lb. rail.

Some improvements to road were made during the year, in putting in iron pipe culverts and filling trestles. Steam shovel was purchased to begin extensive work in filling trestles.

Their track has been maintained in good condition. A large percentage shows in good surface and alignment.

#### CHARLOTTE HARBOR & NORTHERN RAILWAY.

The Charlotte Harbor & Northern is comparatively a new road constructed with new 70 lb. rail. Some improvements to road were made during the year, in putting in iron pipe culverts and filling trestles.

In the work of maintenance of track, it was necessary to make extensive tie renewals during the year, on that part of line from Arcadia to Boca Grande. This work was near completed at the end of the year, and track put to fairly good surface.

#### TAMPA NORTHERN RAILROAD.

The Tampa Northern is comparatively a new road. Main line is constructed with new rail, 10 miles with 70 lb. the balance with 60 lb rail. Main line has been maintained in good condition and track in good surface and alignment, with the exception of a very small percentage of line, in cuts near Brooksville, that have been put in bad condition by excessive rains during the winter months.

#### SOUTH GEORGIA RAILWAY.

The South Georgia has made no improvements to main line tracks during the year. Main line is constructed with 56 lb. rail. This is in fairly good condition, except between Sirmans and Perry where it is relaying rail and considerably worn.

In the work of maintenance of track, ties are in good condition and track maintained in fairly good surface, except between Sirmans and Perry where it is rough on account of the condition of the rail, and cannot be put in good surface without relaying track with a better rail.

### **ATLANTA & SAINT ANDREWS BAY RAILWAY.**

Improvements to road, in widening embankment, have been made on the Atlanta & Saint Andrews Bay during the year. They have had steam shovel located South of Cottondale since last Fall, and work train hauling dirt to widen and fill out embankments. This work was very much needed and considerable improvement to road bed has been made. The work has been delayed on account of excessive rains.

The road is constructed with 40 lb. rail; this shows a large percentage of bent rails.

Trains are operated at a low rate of speed, and track has been maintained in a safe condition for the speed of trains.

### **LIVE OAK, PERRY & GULF RAILROAD.**

There have been no improvements to roadway and track on the L. O. P. & G. during the year.

Main line is constructed with 60 lb. rail for 21 miles, 40 and 45 lb. rail for the balance of line.

Their track has been maintained in fairly good condition during the year, but now shows the effect of hard rains during the winter months in the flat woods country, where the grade line is too low, and road bed is softened from high water.

### **FLORIDA RAILWAY.**

There have been no improvements to roadway and track on the Florida Railway during the year.

Their main line is constructed with 40 lb. rail, and has been maintained in fairly good condition for the speed of trains and traffic of the road.

### **FLORIDA CENTRAL RAILROAD.**

The Florida Central is of recent construction, and there has been no improvements to roadway and track during the year.

Line in Florida is constructed with 56 lb. rail for three miles, the balance of line with 40 lb. rail.

Their track has been maintained in good condition for the traffic of the road, and now averages in fairly good

surface and line, except some cuts that show wet places caused by heavy rains.

#### TAMPA & JACKSONVILLE RAILWAY.

There have been no improvements to roadway and track on the Tampa & Jacksonville during the year.

The road is constructed with 56 and 60 lb. relaying rail, except for a short distance near Fairfield, which is 30 lb rail.

The road has been maintained in a condition to operate trains only at a low rate of speed, on account of the condition of surface and alignment of track.

This was improved some at the end of the year, and there is now a force at work making tie renewals and putting track in surface and line.

#### OCALA NORTHERN RAILROAD.

The Ocala Northern was operated during the year from Ocala to Ft. McCoy, at some time in January of this year the extension to Palatka was completed.

They operate under trackage rights, the line of the Seaboard Air Line Railway from Ocala to Silver Springs.

From Silver Springs to Ft. McCoy, the road is constructed with 40 lb. rail. This has been maintained in fairly good condition for the traffic of the road.

#### MARIANNA & BLOUNTSTOWN RAILROAD.

The Marianna & Blountstown is a road of recent construction.

The road is constructed with 50 lb. relaying rail, and has been maintained in fairly good condition for the traffic of the road.

#### TAMPA & GULF COAST.

The Tampa & Gulf Coast is a road of recent construction. The road is constructed with 40 lb. relaying rail with the exception of about 6 miles of 56 lb. rail.

The line runs through a flat country requiring very little grading to construct the road bed. The grade line

is very near the surface of ground and should be raised in some places sufficient to afford better drainage to the track in wet weather. The track is maintained in fairly good condition for the traffic of the road.

#### TAVARES & GULF.

The Tavares & Gulf is constructed with 1 mile of 56 lb. rail, 2 1-3 miles 50 lb. and the balance with 40 lb. rail.

The road has been in a condition to operate trains only at a low rate of speed, on account of the condition of the track.

The ties have been in bad condition, and a large percentage of the rails are badly bent, caused from operating trains over track with a large percentage of rotten ties, and track very much out of surface and line.

Extensive tie renewals were begun the latter part of the year, and this work will be continued until renewals are complete and track has been surfaced and lined.

Very respectfully,

FRANK P. DAMON,  
Inspecting Engineer.

# **ORDERS.**

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**ORDER NO. 323.  
FILE NO. 3084.**

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.**

**IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT AT LIME  
STONE, A STATION ON THE LINE OF THE CHAR-  
LOTTE HARBOR & NORTHERN RAILWAY IN  
THIS STATE.**

This matter came on for hearing at Tallahassee on March 8, 1911, after due notice in writing, dated February 8, 1911, to the Charlotte Harbor & Northern Railway, which appeared at the hearing by Mr. N. H. Gaucher, Superintendent of Transportation; Mr. W. G. Cooper, Jr., General Freight and Passenger Agent, and Mr. A. N. Salley, Land Commissioner; and Messrs. A. J. O'Hara and J. A. Raulerson appeared for the petitioners, and were duly heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises do find that the public necessities demand that a freight and passenger depot shall be built by the Charlotte Harbor & Northern Railway at Limestone, a station on the line of its railway in this State, and it is ordered that the Charlotte Harbor & Northern Railway shall build and have completed prior to June 22, 1911, a combination freight and passenger depot at Limestone, aforesaid, containing a freight room of not less than six-hundred (600) square feet of floor space, and two passenger waiting rooms, according to law, each of not less than one hundred and twenty (120) square feet of floor space.

Ordered in open session of our Board at our office in

the City of Tallahassee this 15th day of March, A. D.  
1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 324.  
FILE NO. 3087.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

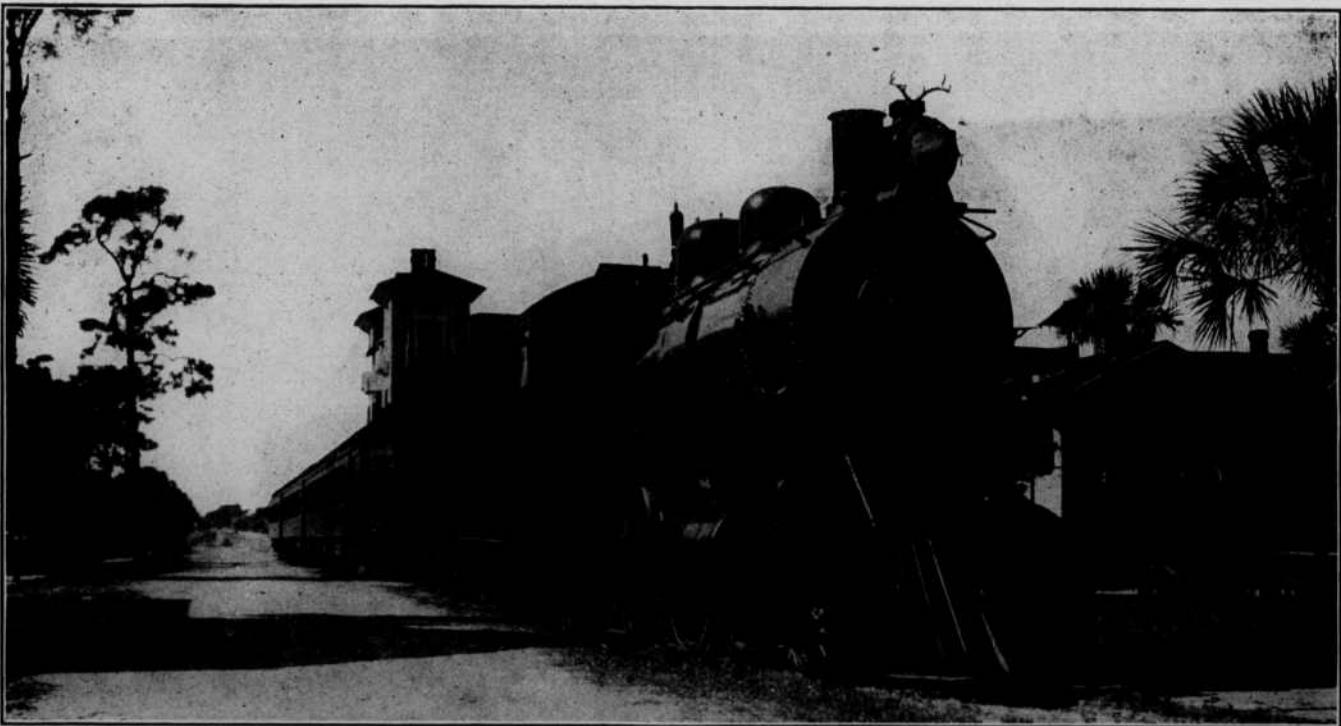
IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT AT YOUMANS,  
A STATION ON THE LINE OF THE ATLANTIC COAST LINE RAILROAD COMPANY IN  
THIS STATE.

This matter came on for hearing at Lakeland, Florida, on January 17, 1911, after due notice in writing, dated January 6, 1911, to the Atlantic Coast Line Railroad Company, which appeared at the hearing by Mr. Morton Riddle, its General Superintendent, and Messrs. Jack Peters, W. W. Wiggins and J. D. Raulerson for the petitioners, and were duly heard.

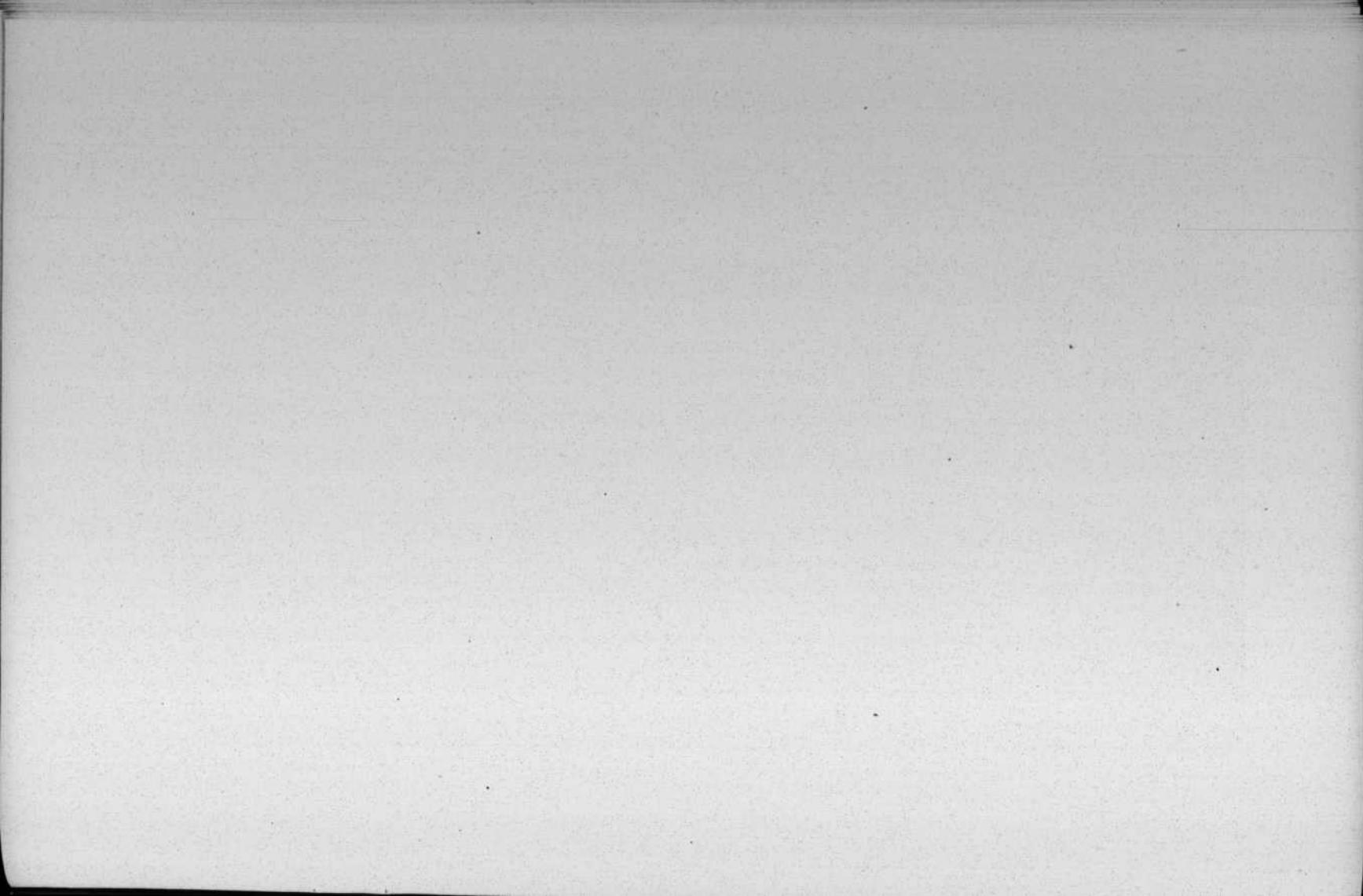
Now, therefore, we the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the public necessities demand that a freight and passenger depot shall be built by the Atlantic Coast Line Railroad Company at Youmans, a station on the line of its railway in this State, and it is ordered that the Atlantic Coast Line Railroad Company shall build and have completed prior to July 1, 1911, a combination freight and passenger depot at Youmans aforesaid, containing two waiting rooms of not less than one hundred and twenty (120) square feet of floor space each, and one freight room containing not less than four hundred and forty (440) square feet of floor space, and a covered platform of not less than eight hundred and eighty (880) square feet of floor space.

Ordered in open session of our Board at our office in the City of Tallahassee, Florida, this 28th day of March, A. D. 1911.

R. HUDSON BURR, Chairman.



Train "23"—All Parlor Cars—at Hotel Ormond, F. E. C. Ry.



ORDER NO. 325.  
FILE NO. 2852.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF ESTABLISHING A REGULAR  
AGENCY AT OCOEE, A STATION ON THE LINE  
OF THE ATLANTIC COAST LINE RAILROAD COM-  
PANY IN THIS STATE.

This matter, after due notice in writing dated February 28, 1911, to the Atlantic Coast Line Railroad Company, came on for hearing at Tallahassee on March 14, 1911, when and where the said railroad company appeared by Mr. Morton Riddle, its General Superintendent, and the citizens at Ocoee filed written arguments and the hearing was duly had, and the matter taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do find that a regular agent ought to be established at Ocoee, a station on the line of the Atlantic Coast Line Railroad Company in this State; and the said railroad company is hereby ordered to establish forthwith a regular agency at Ocoee, and not to discontinue it without our permission.

Ordered in open session of our Board at our office in the City of Tallahassee this 7th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 326.  
FILE NO. 3039.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE  
2 OF THE "GENERAL RULES" BY THE TAMPA  
& GULF COAST RAILWAY COMPANY.

Whereas by Rule 2 of our General Rules, which was in force at the time of the violation or disregard thereof hereinafter recited, it was and is provided as follows:

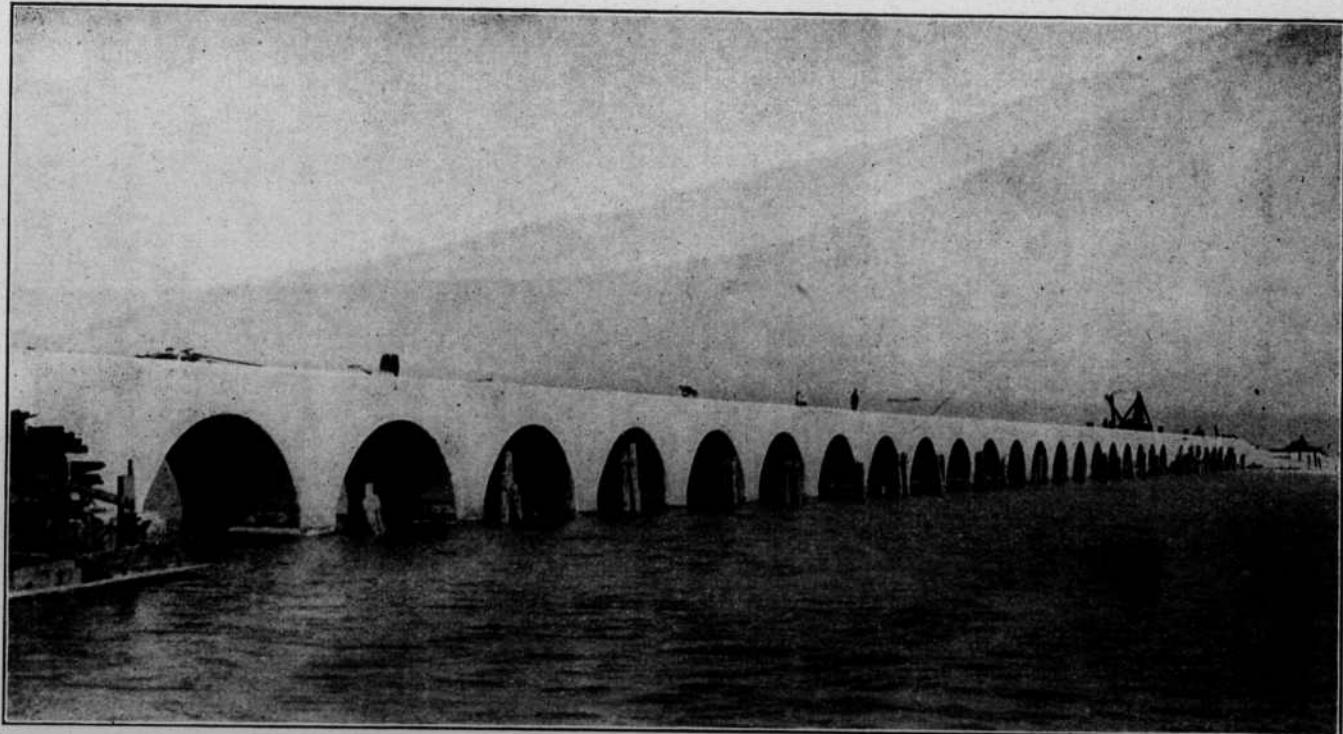
"Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly reports to the Commissioners of the number of miles or fractions thereof of main lines, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899.

The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer."

And whereas we, the Railroad Commissioners of the State of Florida, for good and sufficient reasons to us appearing and in justice to all the railroad companies in this State did by notice in writing duly given and dated October 3, 1910, extend the time for all the said railroad companies, including the Tampa & Gulf Coast Railway Company, to make their said annual reports to and including November 15, 1910.

And whereas, the said Tampa & Gulf Coast Railway Company, whose line of railway is wholly within this State, violated and disregarded its duty to file its Annual Report for the year ending June 30, 1910, in our office under the said Rule 2 and our order of extension aforesaid and did not file its said report until after the date of the notice hereinafter referred to.

And whereas, by written notice, dated February 15, 1911, duly served ten days prior to the hearing therein fixed, we notified the said railway company that we



Boca Chica Viaduct—F. E. C. Ry. ("Over-Sea Railway.")

charged it with having violated or disregarded Rule 2 aforesaid by failing to make its Annual Report to us for the year ending June 30, 1910, and that there would be a hearing on said charges before us at Tallahassee on February 27, 1911, at which time it might show cause why a penalty should not be imposed for such failure.

And whereas, the hearing was had as fixed in the said notice at which the said railway company had an opportunity for a just and fair hearing, and we took the matter under advisement.

Now, therefore, we being fully advised in the premises, do find and adjudge that the Tampa and Gulf Coast Railway Company is guilty as charged of a violation or disregard of Rule 2 of our "General Rules," and by such violation or disregard has incurred a penalty which is hereby fixed and imposed in the sum of one hundred dollars (\$100.00), which sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered at our office in the City of Tallahassee this 7th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 327.  
FILE NO. 3039.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE 2  
OF THE "GENERAL RULES" BY THE ATLANTA  
& SAINT ANDREWS BAY RAILWAY COMPANY.

Whereas by Rule 2 of our General Rules, which was in force at the time of the violation or disregard thereof hereinafter recited, it was and is provided as follows:

"Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also by the last day of each month

shall make monthly reports to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor, the annual reports to be verified by the affidavits of the President, Superintendent or General Manager and Auditor or Treasurer."

And whereas, we, the Railroad Commissioners of the State of Florida, for good and sufficient reasons to us appearing and in justice to all the railroad companies in this State did by notice in writing duly given and dated October 3, 1910, extend the time for all the said railroad companies, including the Atlanta & Saint Andrews Bay Railway Company, to make their said Annual Reports to and including November 15, 1910.

And whereas, the said Atlanta & Saint Andrews Bay Railway Company, whose line of railway is partly within this State, violated and disregarded its duty to file its Annual Report for the year ending June 30, 1910, in our office under the said Rule 2 and our order of extension aforesaid, and did not file its said report until after the date of the notice hereinafter referred to.

And whereas, by written notice dated February 15, 1911, duly served ten days prior to the hearing therein fixed, we notified the said railway company that we charged it with having violated or disregarded Rule 2 aforesaid by failing to make its Annual Report to us for the year ending June 30, 1910, and that there would be a hearing on said charges before us at Tallahassee on February 27, 1911, at which time it might show cause

why a penalty should not be imposed for such failure.

And whereas, the hearing was had as fixed in the said notice at which the said railway company had an opportunity for a just and fair hearing, and was heard, and we took the matter under advisement.

Now, therefore, we being fully advised in the premises do find and adjudge that the Atlanta & Saint Andrews Bay Railway Company is guilty as charged of a violation or disregard of Rule 2 of our General Rules, and by such violation or disregard has incurred a penalty which is hereby fixed and imposed in the sum of one hundred dollars (\$100.00), which sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered at our office in the City of Tallahassee this 7th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 328.  
FILE NO. 3039.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE VIOLATION OF RULE 2  
OF THE "GENERAL RULES" BY THE TAVARES  
& GULF RAILROAD COMPANY.

Whereas by Rule 2 of our General Rules, which was in force at the time of the violation or disregard thereof hereinafter recited, it was and is provided as follows:

"Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also by the last day of each month shall make monthly reports to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimen-

sions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

And whereas, we, the Railroad Commissioners of the State of Florida, for good and sufficient reasons to us appearing and in justice to all the railroad companies in this State, did by notice in writing duly given and dated October 3, 1910, extend the time for all the said railroad companies, including the Tavares & Gulf Railroad Company, to make their said Annual Reports to and including November 15, 1910.

And whereas, the said Tavares & Gulf Railroad Company, whose line of railroad is wholly within this State, violated and disregarded its duty to file its Annual Report for the year ending June 30, 1910, in our office under the said Rule 2 and our order of extension aforesaid, and did not file its said report until after the date of the notice hereinafter referred to.

And whereas, by written notice dated February 15, 1911, duly served ten days prior to the hearing therein fixed, we notified the said railway company that we charged it with having violated or disregarded Rule 2 aforesaid by failing to make its Annual Report to us for the year ending June 30, 1910, and that there would be a hearing on said charges before us at Tallahassee on February 27, 1911, at which time it might show cause why a penalty should not be imposed for such failure.

And whereas, the hearing was had as fixed in the said notice at which the said railroad company had an opportunity for a just and fair hearing, and was heard, and we took the matter under advisement.

Now, therefore, we being fully advised in the premises do find and adjudge that the Tavares & Gulf Railroad Company is guilty as charged of a violation or disregard of Rule 2 of our General Rules, and by such violation or disregard has incurred a penalty which is hereby fixed and imposed in the sum of one hundred dollars (\$100.00), which sum it is hereby ordered to pay promptly to the State Treasurer of the State of Florida.

Done and ordered at our office in the City of Tallahassee this 7th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 329.  
FILE NO. 3126.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT AT PAN-  
AMA CITY, A STATION ON THE LINE OF THE  
ATLANTA & SAINT ANDREWS BAY RAILWAY  
COMPANY.

This matter came on for hearing after due notice to the Atlanta & Saint Andrews Bay Railway Company, in writing, dated March 28, 1911, at Tallahassee on April 12, 1911, when and where there appeared on behalf of the Atlanta & Saint Andrews Bay Railway Company Mr. Ben W. Steele, its General Manager, and was duly heard and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do find that Panama City is an important station on the line of railway of the Atlanta & Saint Andrews Bay Railway Company in this State from and to which passengers and property are transported by the said railway company to and from points in this State, and that the public needs require better freight and passenger facilities at Panama City aforesaid.

Therefore, we, the Railroad Commissioners of the State

of Florida, do order you, the Atlanta & Saint Andrews Bay Railway Company, to proceed with the erection of a suitable freight and passenger depot at Panama City aforesaid, of the following dimensions and conveniences: Freight warehouse to contain not less than twelve hundred (1200) square feet of floor space; a suitable platform and shed for the handling of freight; two waiting rooms, one for white and one for negro passengers—the white waiting room to contain not less than four hundred (400) square feet of floor space, and the one for negroes to contain not less than two hundred (200) square feet of floor space; a covered passenger platform alongside the track not less than one hundred and twenty (120) feet in length, beginnning at the South end of the freight platform and continuing South for the distance herein named; and suitable sepaarte toilet facilities for white and negro passengers, also provided for the separation of sexes.

It is further ordered that the erection of the said depot shall be completed on or before July 1, 1911.

Ordered in open session of our Board at our office in the City of Tallahassee this 13th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 330.  
FILE NO. 2995.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE RE-BUILDING OF THE ATLANTIC COAST LINE R. R.'S DEPOT AT DELAND, A PETITION WAS PRESENTED ON THE 17th inst. BY CERTAIN CITIZENS OF DELAND PRAYING THE RAILROAD COMMISSIONERS TO CHANGE THEIR ORDER REQUIRING THE DEPOT TO BE RE-BUILT ON A NEW SITE. ARGUMENTS WERE HEARD ON THE 17th AND 18th.

The Commissioners are of opinion that in the protracted litigation in this cause nothing has been shown to

induce them to modify their Order, which was made after careful consideration, and an inspection on the ground. The Order designating the depot site will not be modified and the petition is denied.

Ordered in open session at Tallahassee this 19th day of April, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 331.  
FILE NO. 3015.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF ENLARGEMENT OF PASSENGER DEPOT AND FACILITIES AT DE FUNIAK SPRINGS, A STATION ON THE LINE OF RAILWAY OF THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY IN THIS STATE.

This matter came on for hearing before us, pursuant to due notice to the Louisville & Nashville Railroad Company, at the Court House in DeFuniak Springs on March 25, 1911, when and where there appeared Hon. William W. Flournoy, Counsel for citizens of DeFuniak Springs, and the said railroad company appeared by Hon. Daniel Campbell, Counsel; Mr. O. A. Gonzalez, trainmaster, and Mr. M. A. Warren, Supervisor of track; witnesses were examined by both parties, and we made a personal examination of the premises in the presence of the said officials of the company.

Now, therefore, after due consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that De Funiak Springs aforesaid is an important station on the line of the Louisville & Nashville Railroad Company, to and from which it, the said railroad company transports many passengers on their way from and to other points in this State, and that the present passenger depot, its facilities and conveniences are insufficient for the safety, convenience and comfort of the passengers;

And it is, therefore, ordered and adjudged that the

Louisville & Nashville Railroad Company shall enlarge the waiting room for white passengers so that the same shall be not less than 19 feet by 40 feet; and shall enlarge the waiting room for colored passengers so that the same shall be not less than 19 feet by 30 feet, and shall provide a baggage room on the eastern end of the depot building, of not less than 19 feet by 20 feet, all inside measurements; and shall also enlarge the passenger platform so that the same shall be 255 feet each way from the center of the said baggage room, and shall extend the present umbrella shed so that it shall be the length of the said platform.

It is further ordered that the present toilet rooms, which are built out into the said waiting rooms, be removed, and that sufficient toilet rooms, one for each sex, be constructed adjoining each waiting room, with access to them from the waiting rooms respectively through intermediate passage or space so that due privacy and freedom from offensive odors may be secured.

And it appearing to us that kerosene lamps, by which the platform and the depot are lighted, are insufficient for the safety, convenience and comfort of the passengers, and that electric lights can readily be installed and electric current furnished at a reasonable rate, it is further ordered that the use of the kerosene lamps be discontinued in the depot as enlarged, and that the said depot shall be reasonably lighted with electric lights.

This order shall be complied with and the work herein ordered shall be completed on or before September 1, 1911.

Ordered in open session of our Board at our office in the City of Tallahassee this 1st day of May, A. D. 1911.

R. HUDSON BURR, Chairman.

ORDER NO. 332.  
FILE NO. 2896-B.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE VIOLATION BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY AND THE TAMPA NORTHERN RAILROAD COMPANY OF ORDERS RELATING TO UNION PASSENGER DEPOT AT TAMPA.

Whereas, charges were made against the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company of having violated or disregarded our Order No. 282, entered on December 21, 1909, as modified by our Order No. 290, entered on February 23, 1910, and as further modified by our Order No. 297, entered on June 27, 1910, of all of which Orders the said railroad companies had notice, in this:

That by our said Order No. 282 the said railroad companies were required to erect a union passenger depot in the city of Tampa, and were further required to submit to us on or before March 1, 1910, plans for the same, and were further required to complete the said union passenger depot within six months after the entry of our Order approving a plan for the same; and that by our said Order No. 290 we afterwards extended the time for filing said plans until April 1, 1910; and that by our said Order No. 297 it was recited that we had agreed on April 1, 1910, with the said railroad companies that the time for filing of the plans should be June 1st, and that the time for further completion of the said depot should be January 1, 1911, and also that the said plans had been filed on the date of the Order, namely—June 27, 1910, whereupon in and by our said Order No. 297 we approved the said plans and ordered that the time for the completion of the said union depot should be fixed for January 1, 1911, and that our previous Order No. 282 should be modified to that extent only.

Yet notwithstanding the premises aforesaid the said railroad companies did not complete the said union passenger depot at the city of Tampa, a station on each of

their lines of railway in this State, and that the same was not then completed, nor approaching completion, and whereas ten days' written notice of the said charges and of the time and place of hearing the same was given to each of the said railroad companies by written notice dated April 15, 1911,

And whereas, in accordance with the said notice we held a hearing at our office in the City of Tallahassee on April 28, 1911, at 10 o'clock a. m. to hear and consider the said charges and to determine the truth thereof, and also to hear and consider what penalty should be imposed upon the said railroad companies for disregarding or violating our said Orders in case they should be found guilty of the said charges; at which said meeting the said railroad companies appeared and were duly heard and the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and the Tampa Northern Railroad Company are guilty of violating or disregarding our said orders as charged and have thereby incurred a penalty which is hereby fixed and imposed in the sum of three thousand dollars (\$3,000.00), which they are required to pay promptly to the State Treasurer, with interest, as provided by law.

Ordered in open session of our Board at our office in the City of Tallahassee this 1st day of May, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 333.  
FILE NO. 3027.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS TO BE CLOSED AT 1 O'CLOCK P. M. ON SATURDAYS DURING THE MONTHS FROM JUNE 1, 1911, TO OCTOBER 1, 1911.

Applications having been made to us by the Atlantic Coast Line R. R. Co., the Seaboard Air Line Ry., the

Florida East Coast Ry. Co., the Georgia Southern and Florida Railway Co. and the Southern Railway Co. to suspend the operation of Rule 26 of our "Rules Governing the Transportation of freight so far as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted.

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26 aforesaid be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 1 o'clock p. m. on each and every Saturday during the months of June, July, August and September, in the year 1911, for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect June 1, 1911.

Ordered in open session of our Board at the City of Tallahassee this 25th day of May, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 334.  
FILE NO. 1573-K.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE OF CLASSIFICATION  
OF ANIMAL AND POULTRY FOOD AND  
LIMESTONE.

This matter came on for hearing after due notice in writing to all the railroads and common carriers engaged in the transportation of freight between points in Florida on May 30, 1911, at 10 o'clock a. m. in the City of Tallahassee, when and where the Atlantic Coast Line R. R. Co. appeared by Mr. J. F. Mead, its Division Freight Agent; the Louisville & Nashville R. R. Co. by Mr. J. W. Lurton, its Division Freight and Passenger Agent, and were fully heard. After the hearing the matter was taken under advisement.

Now, therefore, we the Railroad Commissioners of the

State of Florida, being fully advised in the premises, do order and adjudge that our Classification No. 3 shall be and the same is hereby amended in the following particular, respectively:

On page 33 strike out the following:  
 "Food, Animal or Poultry, viz.:

Food for Birds; see Bird Food.	
Prepared, N. O. S., in boxes, bbls., or in cans, boxed, L. C. L.....	4
Same, C. L.....	6
Prepared, in glass, boxed.....	2"

And insert in lieu thereof the words:  
 "Food, Animal or Poultry:

Food, for Birds; see Bird Food.	
Dry Animal and Poultry Powders, Condiments or Tonics, in sacks, boxes, pails, wooden or met- al covers, drums or barrels, L. C. L.....	4
Same, C. L.....	6
Prepared, in glass, boxed.....	2
Beef Scrap, Meatmeal, Mica Grit and Ground Oyster Shell (bulk), in sacks.....	D
Animal and Poultry Food, N. O. S. (bulk) in sacks .....	D
Dog Cakes, Biscuits or Food, packed or in sacks .....	3
N. O. S. ....	1"

And on page 46 strike out the following:  
 "Limestone, viz.:

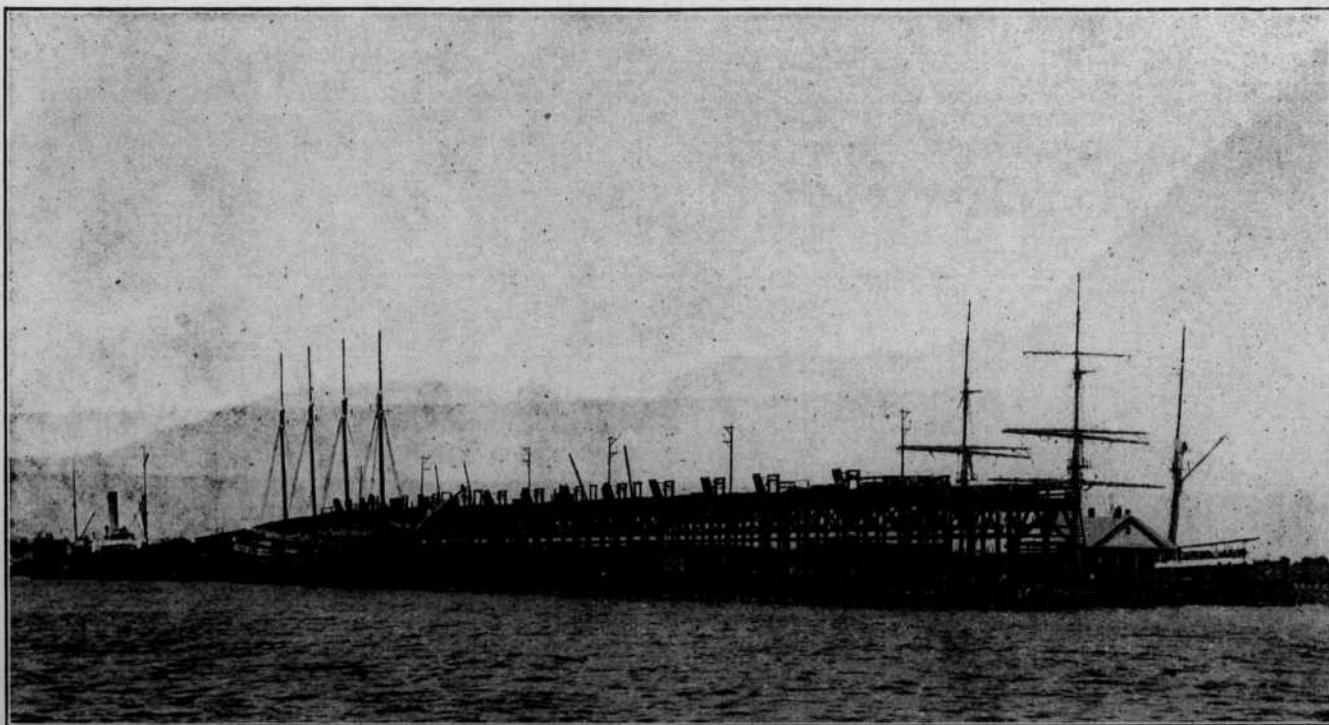
Ground in bbls., L. C. L.....	5
Same, C. L., min. wt. 30,000 lbs.....	6
N. O. S.; see Marble and Granite.....	

And insert in lieu thereof the words:

"Limestone, viz.:	
Ground or crushed, in bbls. or sacks, L. C. L... $\frac{1}{2}$ of	6
Same, in sacks, bbls., or bulk, C. L. Min. Wt. 30,000 lbs. ....	P
N. O. S. See Marble and Granite."	

It is further ordered that these changes in Classification No. 3 shall take effect June 15, 1911.

Ordered by the Railroad Commissioners of the State



Coal Docks at Pensacola—L. & N. R. R.



of Florida in session at their office in the City of Tallahassee, Florida, this the 1st day of June, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 335.  
FILE NO. 3136.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT AT  
BLOUNTSTOWN, A STATION ON THE LINE OF  
THE MARIANNA & BLOUNTSTOWN RAILROAD  
COMPANY.

This matter came on for hearing after due notice to the Marianna & Blountstown Railroad Company, in writing, dated May 20, 1911, at Tallahassee on June 1, 1911, at which time written answer was made and filed by Hon. Paul Carter, its Attorney.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do find that Blountstown is an important station on the line of railroad of the Marianna & Blountstown R. R. Co. in this State from and to which passengers and property are transported by the said railroad company to and from points in this State; that the said railroad company is now without facilities for the handling of passengers and property at that point except that they have a side track and are handling package freight from a box car; that there is no accommodation whatever for passengers and that the public needs require better freight and passenger facilities at Blountstown aforesaid.

Therefore, we, the Railroad Commissioners of the State of Florida, do Order you, the Marianna & Blountstown Railroad Company to proceed with the erection of a suitable combination freight and passenger depot at Blountstown aforesaid of the following dimensions and conveniences:

Freight warehouse to contain not less than eight hun-

5 R R-C

dred (800) square feet of floor space, a suitable platform and shed for the handling of freight; two waiting rooms—one for white and one for negro passengers—the white waiting room to contain not less than one hundred and fifty (150) square feet of floor space and the one for negroes to contain not less than one hundred (100) square feet of floor space; also to build suitable separate closet facilities for white and negro passengers, providing for the separation of sexes, and conveniently located to the said depot.

It is further ordered that the said depot shall be located on the lot east of the street leading up to your side track and upon which your naval stores platform is located.

It is further ordered that the erection of said depot shall be completed on or before November 1, 1911.

Ordered in open session of our Board at our office in the City of Tallahassee this 26th day of July, A. D. 1911.

R. HUDSON BURR, Chairman.

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**ORDER NO. 336.  
FILE NO. 2734.**

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF APPLICATION OF THE SEA-BOARD AIR LINE RAILWAY FOR AN ORDER ALLOWING IT TO OPERATE A TRI-WEEKLY TRAIN SERVICE OVER ITS TALLAHASSEE, PERRY & SOUTHEASTERN AND ST. MARKS BRANCHES IN LIEU OF DAILY, EXCEPT SUNDAY, SERVICE.**

This matter came on for hearing after due notice dated July 18, 1911, at Tallahassee on July 25, 1911, when and where there appeared on behalf of the Seaboard Air Line Railway Mr. W. A. Witt, its Superintendent, and Hon. W. J. Oven, its Local Counsel, and a number of citizens appearing from along the line of said Branches, all of whom were duly heard, after which the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being duly advised in the premises, do

find that the public necessities on the St. Marks Branch of the said Seaboard Air Line Railway demand the continuance of a daily, except Sunday, mixed train service, but that on the Tallahassee, Perry & Southeastern Branch of the said Seaboard Air Line Ry. there has been a diminution in both freight and passenger business.

Therefore, we, the Railroad Commissioners of the State of Florida, do hereby deny the application of said Seaboard Air Line Ry., so far as it relates to the St. Marks Branch, but said petition for tri-weekly train service so far as relates to the Tallahassee, Perry & Southeastern Branch of the Seaboard Air Line Ry. is granted.

It is further ordered that the tri-weekly service herein mentioned for the Tallahassee, Perry & Southeastern Branch shall begin as soon as said Seaboard Air Line Ry. is ready to inaugurate same.

Ordered in open session of our Board at our office in the City of Tallahassee this 26th day of July, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 337.  
FILE NO. 3135.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PETITION OF THE CITIZENS  
OF LEESBURG, FLORIDA, FOR THE ERECTION,  
OPERATION AND MAINTENANCE OF A UNION  
PASSENGER DEPOT AND THE LOCATION OF  
SAME.

This matter coming on for hearing at Leesburg, Florida, on July 20, 1911, at 10 o'clock a. m., after due notice to the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway dated June 28, 1911, when and where there appeared Mr. Morton Riddle, General Superintendent of the Atlantic Coast Line Railroad Company, and Mr. W. A. Witt, Superintendent of the Seaboard Air Line Railway, and Hon. W. J. Oven, its Local Counsel, and a large number of citizens of Leesburg, and were duly heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, after a personal inspection of the tracks, depots and several locations in and around the city of Leesburg, and after hearing all parties concerned and being fully advised in the premises, do find that the erection, location and maintenance of a union passenger station to be maintained by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway is impracticable, except at the crossing of the two lines on the Western border of the city, which, owing to its distance, is not acceptable to the citizens of Leesburg;

Therefore, it is ordered that this matter be dismissed and that the Seaboard Air Line Railway be permitted to erect a passenger station at its present location.

Be it further ordered that the Seaboard Air Line Railway submit blue prints to the Railroad Commissioners of a passenger depot for Leesburg, Florida, for the approval of the Commissioners.

Ordered in open session of our Board at our office in the City of Tallahassee this 27th day of July, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 338.  
FILE NO. 3116.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION  
AND MAINTENANCE OF A UNION FREIGHT AND  
PASSENGER DEPOT AT ST. CATHERINE.

This matter came on for hearing at Leesburg, Florida, on July 20, 1911, after due notice, in writing, dated June 28, 1911, to the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway, when and where there appeared Mr. Morton Riddle, General Superintendent of the Atlantic Coast Line Railroad Company, and Mr. W. A. Witt, Superintendent of the Seaboard Air Line Railway, and Hon. W. J. Oven, its Local Counsel, and a

number of citizens of St. Catherine representing the petitioners, and were duly heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that St. Catherine is a station on the lines of the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway near the crossing of the said lines of railway; that each of the said railway companies now maintain a combination depot near the said crossing; that the present arrangement makes it inconvenient for the interchange of passengers and baggage between the two depots.

Therefore, we, the Railroad Commissioners of the State of Florida, do order you, the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway, to move one or both of your said depots to the crossing of your said railways, or, to erect a suitable freight and passenger depot at the said crossing and maintain same as a union freight and passenger depot for the accommodation of shippers and the traveling public.

It is further ordered that these facilities shall be furnished within sixty (60) days from date of this order.

Done and ordered in open session of our Board at our office in the City of Tallahassee this 27th day of July, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 339.  
FILE NO. 3084.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT AT FORT  
GREENE, A STATION ON THE LINE OF THE  
CHARLOTTE HARBOR & NORTHERN RAILWAY  
IN THIS STATE.

This matter came on for hearing at Tallahassee on October 12, 1910, at 10 o'clock a. m., after due notice, in writing, dated October 4, 1910, to the Charlotte Harbor & Northern Railway, which appeared at the hearing by

L. M. Fouts, Second Vice President and General Manager, and Hon. John P. Wall, its Assistant General Counsel, and Mr. G. V. Tillman, Mr. E. C. Stuart and Hon. P. H. Odom, Attorney, for the petitioners, and were heard.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the public necessities demand that a freight and passenger depot shall be built by the Charlotte Harbor & Northern Railway at Fort Greene, a station on the line of its railway in this State, and it is ordered that the Charlotte Harbor & Northern Railway shall build and have completed on or before November 1, 1911, a combination freight and passenger depot at Fort Greene, aforesaid of the same character and dimensions as the one now maintained and operated at Fort Greene Springs, a station on the said railway.

It is further ordered that the said depot shall be located on Lots 2, 4, 6, 8, 10, 12, 14, 16 and 18 in Block 10, lying West of the Charlotte Harbor & Northern Railway track in Fort Greene, which has been conveyed to the Charlotte Harbor & Northern Railway by Warranty Deed from E. C. Stuart and M. E. Stuart, G. V. Tillman and Effie Tillman, dated July 28, 1911.

Ordered by the Railroad Commissioners in open session of our Board at our office in the City of Tallahassee this 1st day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 340.  
FILE NO. 3043.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF LOCATION, ERECTION AND  
MAINTENANCE OF A PASSENGER STATION AT  
ARCADIA, FLORIDA, A POINT ON THE LINE OF  
THE ATLANTIC COAST LINE RAILROAD COMPANY.

This matter came on for hearing at our office in the City of Tallahassee on October 11, 1910, after due notice, in

writing, dated September 15, 1910, at which time there appeared for the Atlantic Coast Line Railroad Company Mr. Morton Riddle, its General Superintendent, and for the citizens of Arcadia Mr. W. S. Scott. At the request of Mr. Riddle, Mr. Scott joined in the request to the Commissioners to postpone taking any action in this matter for sixty days pending an agreement between the Atlantic Coast Line Railroad Company and the citizens relative to the erection of a depot, therefore, the matter was postponed pending an agreement. The petitioners and the railroad company having reached an agreement and the company having constructed the depot in accordance with said agreement, the matter is hereby dismissed.

Witness the hand of our Chairman affixed in open session of our Board and by direction thereof at our office aforesaid this 5th day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 341.  
FILE NO. 3099.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE LOCATION AND  
ERECTION OF A FREIGHT AND PASSENGER  
DEPOT AT WAKULLA, FLORIDA, A STATION ON  
THE LINE OF THE SEABOARD AIR LINE RAIL-  
WAY IN THIS STATE.

This matter came on for hearing at Tallahassee on June 5, 1911, after due notice, in writing, dated May 22, 1911, to the Seaboard Air Line Railway, which appeared at the hearing by Mr. W. A. Witt, its Superintendent, and Hon. W. J. Oven, its Local Counsel, and Mr. Walter Page, of Wakulla, on behalf of the petitioners, and were duly heard.

Now, therefore, after due consideration, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Wakulla is a station on the St. Marks Branch of the Seaboard Air Line Railway in this State; that the station of Wakulla is now

without sufficient warehouse facilities for taking care of freights and without any passenger accommodations, and it is, therefore, ordered and adjudged that the Seaboard Air Line Railway shall construct a combination freight and passenger depot at the said station of the following dimensions:

Two (2) passenger waiting rooms—one for white and one for negro passengers—to contain not less than sixty-four (64) square feet of floor space each; a freight room to contain not less than two hundred and fifty-six (256) square feet of floor space and a covered shed to contain not less than two hundred and fifty-six (256) square feet of floor space.

It is further ordered that the erection of said depot shall be completed on or before the 1st day of November, 1911.

Witness the hand of our Chairman affixed in open session of our Board and by direction thereof at our office in the City of Tallahassee this 7th day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 342.  
FILE NO. 2950.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE LOCATION AND ERECTION OF A FREIGHT AND PASSENGER DEPOT AT CARRABELLE, FLORIDA, A STATION ON THE LINE OF THE GEORGIA, FLORIDA & ALABAMA RAILWAY COMPANY IN THIS STATE.

After due notice to the Georgia, Florida & Alabama Railway Company dated April 7, 1911; this matter came on for hearing on May 10, 1911, at the office of the Railroad Commissioners at Tallahassee, when and where all interested parties were heard; the said Georgia, Florida & Alabama Railway Company appearing by Mr. J. E. Tussey, its General Manager, and Hon. F. T. Myers, its Counsel; the petitioners being represented by Mr. J. R.

Blocker and Mr. H. B. Mahoney, and Mr. E. R. Moore appearing in person, after which the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida being fully advised in the premises, do find that Carrabelle is the Southern terminus of the said Georgia, Florida & Alabama Railway company to and from which the said company transports freight and passengers; that the said company has heretofore maintained as a part of its depot and terminal facilities a wharf, hereinafter called the warehouse wharf, which extends from the railway tracks of said company on the East to the Carrabelle River on the West, a distance of 108 feet more or less, and also an extension of the said wharf, hereinafter called the North and South wharf, which extends from the North line of the said warehouse wharf in a Northerly direction along the shore of said river, a distance of 150 feet more or less, to a certain fish house, and which measures from East to West at the South end thereof 33 feet more or less in width, and that the said company is now using as a freight and passenger depot a certain building on the said warehouse wharf, and the said Railroad Commissioners do find and adjudge that the facilities furnished by the said railway company as terminal and depot facilities at the said point are insufficient for the needs and proper accommodation and comfort of the public.

It is, therefore, ordered that the said Georgia, Florida & Alabama Railway Company do make such repairs to the said wharves as are necessary to make them safe, and that the said company be authorized and permitted to use the said warehouse and waiting rooms as freight facilities.

And it is further ordered that the said company shall cause the said North and South wharf to be extended to the East a distance of 10 feet in addition to the present width of the said North and South wharf, and that good and substantial flooring and other material shall be used upon such extension so as to add ten feet to the present width of said North and South wharf measured from East to West; and that the said company shall cause to be filled in with earth or other suitable material, to the level of the railroad track, all of the space bounded on the South by the said warehouse wharf,

on the West by the said North and South wharf extended East as hereinabove provided and on the North by the said fish house or by the South line of the said fish house extended East to the tracks of the said railway company and West to the said North and South wharf, and bounded on the East by the tracks of the said railway company; and that the said wharf platforms be left standard height from the ground for wagons to load to and from, and that all of the said filled-in space shall be suitably paved over with shell or other durable material as a finish, and that the said filled-in space be protected on the Southern, Western and Northern sides by a good and substantial bulkhead.

It is further ordered that a passenger depot shall be erected upon the said filled ground, the South line of the said depot building to be 68 feet North of the present warehouse wharf; the said depot to contain two waiting rooms, each twenty (20) feet square, one for white and one for negro passengers; a ticket office to be provided in the front of said waiting rooms with ticket windows opening into each; with a platform eight (8) feet wide on the North, ten (10) feet wide on the East, and eight (8) feet wide on the South and fifteen (15) feet wide on the West, joining and joined to the bulkhead and wharf, and standard height from the ground for loading and unloading wagon; said waiting rooms to be provided with a flue or chimney in order to facilitate heating in cold weather; all ceilings in said depot to be not less than twelve (12) feet in height; the roof of the said depot to be so constructed as to extend for a distance of six (6) feet over the platform all around the building. Suitable closet accommodations shall be provided at convenient points on the wharf for both races and both sexes. Suitable wagon approaches shall be constructed to cross the tracks near the Northeast corner of the present depot wharf and a passenger footway constructed from a point opposite the front of the passenger depot running North to connect with street North of the Y.

It is further ordered that the work herein mentioned shall be completed within ninety (90) days from the date of this order.

Done and ordered by the Railroad Commissioners of

the State of Florida in session at their office in the City of Tallahassee this 12th day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 343.  
FILE NO. 3048.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF CLAS-  
SIFICATION NO. 3 OF THE RAILROAD COM-  
MISSION OF THE STATE OF FLORIDA.

This matter came on for hearing at Tallahassee on the 28th day of June, 1911, at 10 o'clock in the morning pursuant to due notice dated May 30, 1911, to all railroads and common carriers doing business between points in the State of Florida, and at the said hearing there appeared the Atlantic Coast Line Railroad Company by Mr. J. F. Meade, its Division Freight Agent, who was fully heard, whereupon the matter was taken under advisement.

Now, therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that Classification No. 3 of the Railroad Commission of the State of Florida be and the same is hereby amended as follows:

1st. By striking out of the said Classification the following words appearing on page 31 of said Classification, to-wit:

"Ammonia, Sulphate of, when shipped to Fertilizer Factories, C. L. 30,000 lbs..... Class M."

And inserting in lieu thereof the following:

"Ammonia, Sulphate of..... Class M."

2d. By striking out the following words appearing on page 31 of said Classification, to-wit:

"Potash, Muriate of, Sulphate of, when shipped to Fertilizer Factories, C. L. 30,000 lbs..... Class M."

And inserting in lieu thereof the following:

"Potash, Muriate of, Sulphate of..... Class M."

And it is further ordered that this amendment shall take effect September 1, 1911.

Ordered in open session of our Board at our office in the City of Tallahassee this 15th day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 344.  
FILE NO. 2962.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION  
OF THE LINE OF RAILWAY OF THE TAVARES  
& GULF RAILROAD COMPANY.

This matter coming on for hearing on August 15th, 1911, at Tallahassee, pursuant to written notice dated the 25th day of July, A. D. 1911, given to the said railroad company at which hearing the said railroad company had an opportunity to be heard, and

Thereupon, after due consideration, it is declared and adjudged that the condition of the line of railway of the Tavares & Gulf Railroad Company (which line lies wholly within this State) is unsafe for the proper operation of trains, and

It is, therefore, ordered that the said Tavares & Gulf Railroad Company shall replace the rotten crossties in its tracks with sound crossties at the rate of six thousand (6,000) crossties each month for four months from September 1, 1911, which is the date this order shall take effect, that is to say, six thousand crossties for each of the months in September, October, November and December, 1911; but nothing in this order contained shall be construed to prevent the said railroad company from putting in said crossties more rapidly than is herein prescribed.

It is further ordered that the General Manager of the said Tavares & Gulf Railroad Company shall certify to us on the last day of each month whether or not the said order has been complied with as to that month.

It is further ordered that all broken plates and missing bolts at joints be replaced with sound ones.

It is further ordered that the track be put into proper surface and alignment.

Ordered in open session of our Board at our office in the City of Tallahassee, Florida, this 22d day of August, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 345.  
FILE NO. 3164.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE FELLSMERE RAILROAD COM-  
PANY.

This matter coming on this day for consideration upon the application of the Fellsmere Railroad Company for an order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the Fellsmere Railroad Company, the same to be governed by the Classification of the Florida Railroad Commission from and after the 18th day of September, 1911.

Rates found elsewhere in report.

It is further ordered that the local mileage rates on sugarcane to sugar and syrup factories and rates on cotton pressed in bales, as shown on page 120, and the local mileage rates on fruits and vegetables, as shown on pages 124 and 125 of the 14th Annual Report of the Railroad Commission are hereby prescribed for the said Fellsmere Railroad Company.

And it is further ordered that the said railroad company will be allowed the following passenger rates:

Straight, one way, fare 4c per mile;

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 15th day of September, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 346.  
FILE NO. 3125.

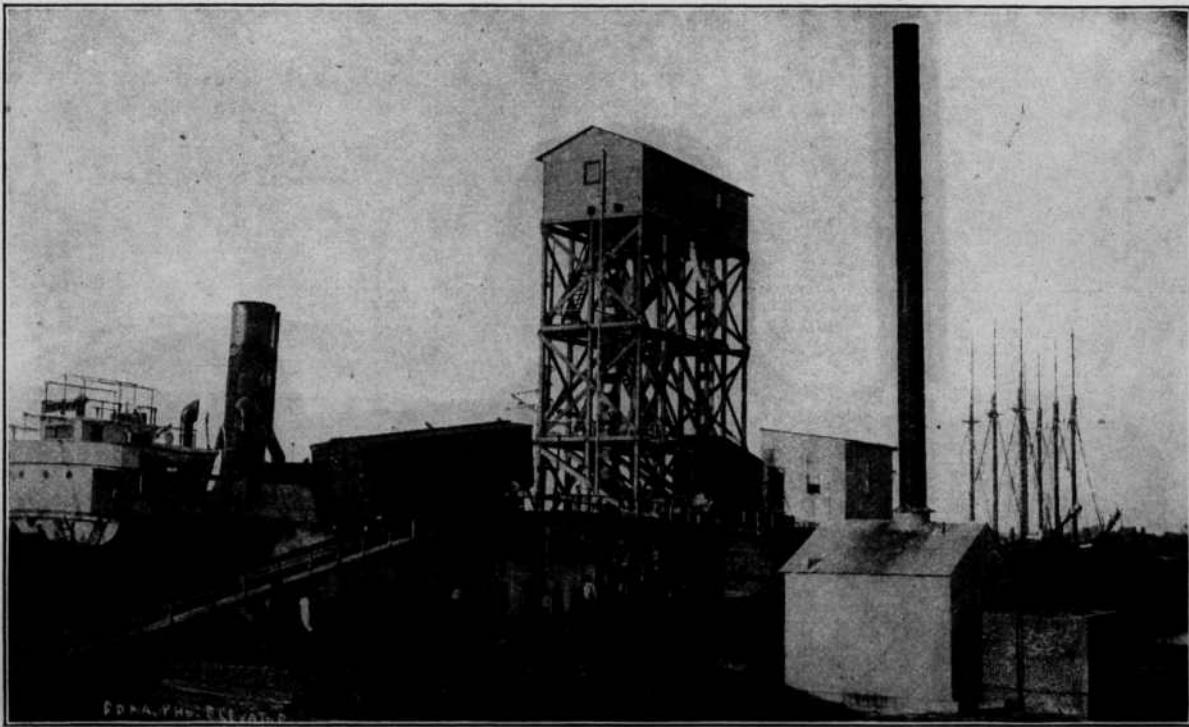
BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.

IN THE MATTER OF THE OPERATION BY THE LOUISVILLE & NASHVILLE RAILROAD COMPANY AND THE SEABOARD AIR LINE RAILWAY OF MIXED PASSENGER AND FREIGHT TRAINS BETWEEN PENSACOLA AND JACKSONVILLE.

After due notice to the Louisville & Nashville Railroad Company and the Seaboard Air Line Railway, dated August 23, 1911, this matter came on for hearing on the 12th day of September, 1911, at the office of the Railroad Commissioners in the City of Tallahassee; the said Louisville & Nashville Railroad Company being present by Mr. C. B. Phelps, Superintendent of Transportation; Mr. E. O. Saltmarsh, Superintendent, and Mr. Milton Smith, Assistant General Freight Agent; the Seaboard Air Line Railway being present by Hon. W. J. Oven, Division Counsel, and Mr. W. A. Witt, Superintendent, and they were fully heard, and thereupon the matter was taken under advisement.

And now on this the 16th day of September, 1911, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find:

That the Seaboard Air Line Railway and the Louisville & Nashville Railroad Company have heretofore operated, and are now operating, a train leaving Jacksonville at 5 o'clock p. m. and arriving at Pensacola at 11:15 a. m., and known on the Seaboard Air Line Railway as train No. 79 and on the Louisville & Nashville Railroad as train No. 4, and a train leaving Pensacola at 5 p. m. and arriving at Jacksonville at 10:50 a. m., and known on the



Phosphate Elevator at Fernandina of S. A. L. Ry.

Louisville & Nashville Railroad as train No. 1 and on the Seaboard Air Line Railway as train No. 78, and

That said trains have been and are now operated as mixed passenger and freight trains, carrying passenger coaches, sleepers and freight cars, and

That the schedule time of the said trains between Jacksonville and Pensacola is approximately eighteen hours;

And that the said Louisville & Nashville Railroad Company and the said Seaboard Air Line Railway have heretofore had under consideration the discontinuation of the hauling of freight cars on the said trains and the shortening of the schedule time of the said trains and the adoption of a schedule providing that the said East-bound train should leave Pensacola at 7:30 p. m. and arrive in Jacksonville at 9:15 a. m., and that the train running West should leave Jacksonville at 5:10 p. m. and arrive in Pensacola at 6:30 a. m., but that the said proposed schedule was not acceptable to the said Louisville & Nashville Railroad Company because of the fact that it provided that the West-bound train should arrive in Pensacola at an hour too early to suit the convenience and comfort of passengers between Crestview and Pensacola, and that for these reasons and other reasons the said companies have been unable to reach an agreement as to the discontinuation of the said freight cars and the adoption of a shorter schedule.

Wherefore, the said Railroad Commissioners in view of the premises do adjudge and order the said Louisville & Nashville Railroad Company and the said Seaboard Air Line Railway to discontinue the hauling of freight cars on the said train leaving Jacksonville at 5 o'clock p. m. and arriving at Pensacola at 11:15 a. m., and known on the Seaboard Air Line Railway as train No. 79, and on the Louisville & Nashville Railroad as train No. 4,

And that they also discontinue the hauling of freight cars on their said train leaving Pensacola at 5 p. m. and arriving at Jacksonville at 10:50 a. m., and known on the Louisville & Nashville Railroad as train No. 1 and on the Seaboard Air Line Railway as train No. 78.

And the said Commissioners do further order that the schedule time for the operation of the said trains be shortened, and that the said companies shall operate the

said East-bound train as a passenger train and provide a schedule for the said train to leave Pensacola at 7 o'clock p. m. and to arrive at Jacksonville at 8:45 a. m.

And that the said companies shall operate the said West-bound train as a passenger train and provide a schedule therefor to leave Jacksonville at 5:40 p. m., to meet the passenger train now known as train No. 66 Seaboard Air Line from Tampa to Jacksonville, at Whitehouse at 6:05 p. m. to arrive at Lake City at 7:49 p. m. and to arrive at Pensacola at 7:30 a. m.

And that this Order shall be in force and of full effect on and after the first day of October, 1911.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 16th day of September, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 347.

FILE NO. 3188.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE LAKE HANCOCK & CLERMONT  
RAILROAD COMPANY.

This matter coming on this day for consideration upon the application of the Lake Hancock & Clermont Railroad Company for an Order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the Lake Hancock & Clermont Railroad Company, the same to be governed by the classification of the Florida Railroad Commission from and after this date. Rates found elsewhere in report.

It is further ordered that the local mileage rates on sugar cane to sugar and syrup factories, and rates on cotton pressed in bales, as shown on page 120, and the local mileage rates on fruits and vegetables, as

shown on pages 124 and 125 of the 14th Annual Report of the Railroad Commission, are hereby prescribed for the said Lake Hancock & Clermont Railroad Company, and

It is further ordered that the said railroad company will be allowed the following passenger rates:

Straight, one way, fare, 4c per mile;

Round trip ticket, good for 5 days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 24th day of November, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 348.  
FILE NO. 3173.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A  
FREIGHT AND PASSENGER DEPOT, EXTENSION  
OF SIDE TRACK AND INSTALLATION OF AN  
AGENT AT ELKTON, FLORIDA, A STATION ON  
THE LINE OF THE FLORIDA EAST COAST RAIL-  
WAY.

Whereas, the Railroad Commissioners on the 23d day of October, 1911, gave notice to the Florida East Coast Railway that they would hold a meeting in the town of Elkton, a station on the line of the said Florida East Coast Railway, on the 8th day of November at 1 o'clock p. m. to hear and consider whether they should issue an order in the above-styled matter, and

Whereas, before the date fixed in the said notice Mr. J. P. Beckwith, Vice President of the Florida East Coast Railway, agreed to furnish the facilities and conveniences set forth in the Railroad Commissioners' notice and the time for the completion of same, the said J. P.

Beckwith also waiving his right of formal hearing on the 8th day of November,

Therefore this matter coming on this day for further consideration and the Railroad Commissioners being fully advised in the premises.

It is hereby ordered that the Florida East Coast Railway add to the present depot at Elkton, Florida, an addition of 16x40 feet to contain two waiting rooms, one for white and one for colored passengers; that the present structure be converted into a freight warehouse of the dimensions of 16x32 feet, and

It is further ordered that the side track be extended sufficiently to care for the business of this station and to make all approaches to the depot and side track and along the said side track as will make the same easy of access by team.

And it is further ordered that the said railway company install and maintain an agent at the said station,

And be it further ordered that the improvements herein ordered shall be completed on or before the first day of February, 1912, and that the agent shall be installed on or before the same date.

Witness the hand of our Chairman affixed in open session of our Board and by direction thereof at our office in the City of Tallahassee this 27th day of November, A. D. 1911.

R. HUDSON BURR, Chairman.

ORDER NO. 349.

FILE NO. 3178.

**BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE AMENDMENT OF DEMURRAGE RULE 6 OF THE DEMURRAGE RULES GOVERNING DEMURRAGE CHARGES.**

Due and lawful notice having been given on the 27th day of October, 1911, to all railroads and railroad companies doing an intra-state business in the State of Florida that a meeting of the Railroad Commissioners of

Florida would be held on the 14th day of November, 1911, at the office of the Commissioners in the City of Tallahassee to hear and consider whether or not the said Commissioners should amend Demurrage Rule No. 6 of the Demurrage Rules governing demurrage charges, and thereafter upon application of the principal railroad companies doing business in said State, the said Commissioners having postponed said hearing until the first day of December, 1911, at 10:30 o'clock a. m. and having on the 4th day of November, 1911, given due and lawful notice to all railroads, railroad companies and common carriers doing an intra-state business in the State of Florida of the said postponement;

The said matter came on for consideration at the office of the said Commissioners in the City of Tallahassee on said first day of December, 1911, and at the said meeting there appeared the Louisville & Nashville Railway Company by E. A. DeFunak, General Freight Agent; the Seaboard Air Line Railway by W. J. Oven, Division Counsel; L. S. Peck, Train Master, and T. M. Dozier, Agent; the Atlantic Coast Line Railroad Company by James Menzies, Freight Traffic Manager, and J. F. Mead, Division Freight Agent; the Southeastern Demurrage Bureau by J. C. Haskell, Manager; J. F. Phillips, Traffic Agent of the Jacksonville Board of Trade; W. B. Taylor, Vice President of the Baird Hardware Company, Gainesville; George McKay, of McIver & McKay, of Ocala; and thereupon after hearing the said parties the matter was taken under advisement;

Now, therefore, the said Commissioners being well advised in the premises, do hereby order that the said Demurrage Rule No. 6 of Demurrage Rules governing demurrage charges heretofore in force be, and the same is hereby amended so that the same shall read as follows:

"When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circum-

stances by the rules of this Commission imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

"A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued."

It is further ordered that this amendment shall take effect on the 22d day of January, 1912.

Done and ordered in open session of our Board at our office in the City of Tallahassee this 22d day of December, A. D. 1911.

R. HUDSON BURR, Chairman.

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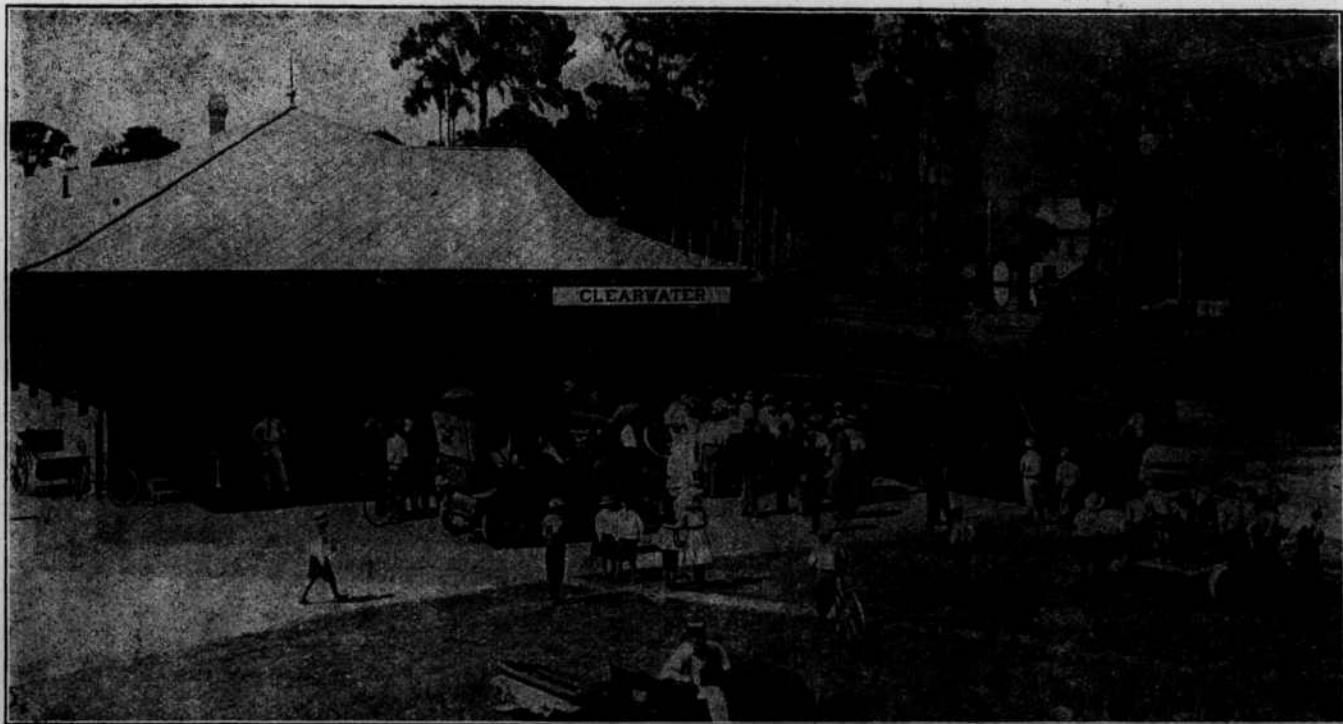
ORDER NO. 350.

FILE NO. 3156.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE  
NO. 18 OF THE RULES GOVERNING THE TRANS-  
PORTATION OF FREIGHT.

Due and lawful notice having been given on the 27th day of October, 1911, to all railroads and railroad companies doing an intra-state business in the State of Florida that a meeting of said Railroad Commissioners would be held on the 14th day of November, 1911, at the office of the said Commissioners in the City of Tallahassee to hear and consider whether or not the said Commissioners should amend Rule No. 18 of the rules governing the transportation of freight and thereafter upon application of the principal railroad companies doing business in the said State the said Commissioners having postponed said hearing until the first day of December, 1911, at 10 o'clock a. m., and having on the 4th day of November, 1911, given due and lawful notice to all railroads, railroad companies and common carriers doing an intra-state business in the said State of the said postponement;



Depot at Clearwater—A. C. L. R. R.

The said matter came on for consideration at the office of the said Commissioners in the City of Tallahassee on said first day of December, 1911, and at the said meeting there appeared the Louisville & Nashville Railroad Company by E. A. DeFunik, General Freight Agent; the Seaboard Air Line Railway by W. J. Oven, Division Counsel, L. S. Peck, Train Master, and T. M. Dozier, Agent; the Atlantic Coast Line Railroad Company by James Menzies, Freight Traffic Manager, and J. F. Mead, Division Freight Agent; the Southeastern Demurrage Bureau by J. C. Haskell, Manager; J. F. Phillips, Traffic Agent of the Jacksonville Board of Trade; W. B. Taylor, Vice President of the Baird Hardware Company, Gainesville; George McKay, of McIver & McKay, of Ocala; and thereupon after hearing the said parties the matter was taken under advisement;

Now, therefore, the said Commissioners, being well advised in the premises do hereby order that the said Rule 18 of the Rules Governing the Transportation of Freight heretofore in force be and the same is hereby amended so that the same shall read as follows:

"18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged."

It is further ordered that this amendment shall take effect on the 22d day of January, 1912.

Done and ordered in open session of our Board at our office in the City of Tallahassee this 22d day of December, 1911.

R. HUDSON BURR, Chairman.

OIDER NO. 351.  
FILE NO. 1573-L.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF CLAS-  
SIFICATION NO. 3 OF THE RAILROAD COMMIS-  
SION.

Due and lawful notice having been given on the 27th day of October, 1911, to all railroads and railroad companies doing an intra-state business in the State of Florida that a meeting of the Railroad Commissioners of Florida would be held on the 14th day of November, 1911, at the office of the Commissioners in the City of Tallahassee to hear and consider whether or not the said Commissioners should amend Classification No. 3 of the Railroad Commission of Florida, and thereafter upon application of the principal railroad companies doing business in the said State, the said Commissioners having postponed said hearing until the first day of December, 1911, at 11 o'clock a. m., and having on the 4th day of November, 1911, given due and lawful notice to all railroads, railroad companies and common carriers doing an intra-state business in the State of Florida of the said postponement;

The said matter came on for consideration at the office of the said Commissioners in the City of Tallahassee on said first day of December, 1911, and at the said meeting there appeared the Louisville & Nashville Railroad Company by E. A. DeFuniak, General Freight Agent; the Seaboard Air Line Railway by W. J. Oven, Division Counsel, L. S. Peck, Train Master, and T. M. Dozier, Agent; the Atlantic Coast Line Railroad Company by James Menzies, Freight Traffic Manager, and J. F. Mead, Division Freight Agent; the Southeastern Demurrage Bureau by J. C. Haskell, Manager; J. F. Phillips, Traffic Agent of the Jacksonville Board of Trade; W. B. Taylor, Vice President of the Baird Hardware Company, Gainesville; George McKay, of McIver & McKay, of Ocala; and thereupon after hearing the said parties the matter was taken under advisement;

Now, therefore, the said Commissioners, being well ad-

vised in the premises, do hereby order that the said Classification No. 3 heretofore prescribed by the Railroad Commissioners of Florida and heretofore in force be, and the same is, hereby amended in the following particulars, to-wit:

Under the head of Seed, viz.:

By striking out the following on page 62:

Bird; see Bird Food.	Class.
Beggar weed .....	3

And by inserting in lieu thereof the following:

Bird; see Bird Food.

Beggar Weed, Uncleaned, in Bbls., Sacks or Boxes, L. C. L.....	6
Same, in Bulk or in Sacks, C. L., min. wt. 12,000 lbs. ....	A
Same, Cleaned, in Bbls., Sacks or Boxes, L. C. L..	3
Same, Cleaned, in Bbls., Sacks or Boxes, C. L.....	6

Under the head of Iron and Steel Articles

By striking out the following on page 42:

Posts, Fence .....	6
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And by inserting in lieu thereof the following:

Posts, Iron or Steel, L. C. L.....	6
Same, C. L. (not cast iron or ornamental)....	2-3 of 6

And by striking out the following on page 43:

Sheet Iron, viz.:

Cut in strips for stove pipe; see Pipe.

Plain, Galvanized or Corrugated, in crates or bundles .....	6
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And by inserting in lieu thereof the following:

Sheet Iron, viz.:

Cut in strips for Stove Pipe; see Pipe.

Black or Galvanized, either Plain or Corrugated, in crates or bundles, L. C. L.....	6
Same, C. L., min. wt. 30,000 lbs.....	2-3 of 6

By striking out the following on page 40:

Bolts, Nuts, Rivets and Washers, in bundles,

kegs, casks, barrels or drums, L. C. L.....	6
Same, C. L.; see Special Iron.	7
Same, except in kegs, casks, barrels or drums..	2
And by inserting in lieu thereof the following:	
Bolts, Nuts, Rivets and Washers, in bundles,	1
kegs, casks, barrels, drums or boxes, L. C. L...	6
Same, C. L.; see Special Iron.	1

It is further ordered that this amendment shall take effect on the 22d day of January, 1912.

Done and ordered in open session of our Board at our office in the City of Tallahassee this 22d day of December, 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 352.  
FILE NO. 3190.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE COMPLAINT OF ARTHUR CHAIRES AGAINST THE SOUTHERN TELEPHONE & CONSTRUCTION COMPANY.

After due and lawful notice to all parties concerned, this matter came on for consideration at the office of the Commissioners in the City of Tallahassee on the 20th day of December, 1911, the complainant, Arthur Chaires, appearing in person and by his Attorney, George B. Perkins, and the Southern Telephone & Construction Company appearing by W. L. Moor, President, and John L. Neely, Attorney, and all parties were fully heard, whereupon the matter was taken under advisement.

Now, therefore, the said Railroad Commissioners of Florida, being fully advised in the premises, are of the opinion that the differences between the parties to this proceeding as to obligations heretofore incurred ought under the circumstances of this case to be settled by the courts and not by the Commissioners, and the said Com-

missioners do order that the said Southern Telephone & Construction Company install a telephone in the residence of said Arthur Chaires upon the same terms and conditions as are granted to other subscribers without reference to said past differences, and that the said company desist from all attempts to require the settlement of any disputed account alleged to be due from said Chaires to said company as a condition to the installation of said telephone.

It is further ordered that this order be complied with on or before January 1, 1912.

Done and ordered by our Board in open session at our office in the City of Tallahassee this 23d day of December, A. D. 1911.

R. HUDSON BURR, Chairman.

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ORDER NO. 353.  
FILE NO. 3201.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE BIRMINGHAM, COLUMBUS &  
ST. ANDREWS RAILWAY COMPANY.

This matter coming on this day for consideration upon the application of the Birmingham, Columbus & St. Andrews Railway Company for an order prescribing freight and passenger rates for the said railway, and the Commissioners, being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the Birmingham, Columbus & St. Andrews Railway Company, the same to be governed by the classification of the Florida Railroad Commission from and after this date:

See rates elsewhere in report.

It is further ordered that the local mileage rates on sugar cane to sugar and syrup factories, and rates on cotton presses in bales, as shown on page 120, and the local mileage rates on fruits and vegetables, as shown on pages 124 and 125 of the 14th Annual Report of

the Railroad Commission, are hereby prescribed for the said Birmingham, Columbus & St. Andrews Railway Company, and

It is further ordered that the said railway company will be allowed the following passenger rates:

Straight, one way, fare 4c per mile.

Round trip ticket, good for 5 days, exclusive of day of sale, 3c per mile.

It is further ordered that the above rates as prescribed shall become effective March 6, 1912.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 6th day of February, A. D. 1912.

R. HUDSON BURR, Chairman.

# **RULES AND REGULATIONS**

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**For the Government of the Transportation  
of Persons and Property on the Rail-  
roads of Florida, as Re-  
vised to Date.**

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## **SECTION 1—GENERAL RULES**

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### **COMPLAINTS.**

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### **MONTHLY AND ANNUAL REPORTS.**

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report

of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

#### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawbacks or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

#### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official Classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

#### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

**BASIS OF COMPUTING RATES.**

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rate between such points thus computed.

**INCREASED RATES.**

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

**BOOKS AND PAPERS TO BE FURNISHED.**

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

**TRAFFIC ARRANGEMENTS, ETC., BETWEEN  
RAILROADS.**

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between, railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

**RIGHT TO MODIFY OR SUSPEND RULES.**

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

**RULES, HOW NOT TO BE CONSTRUED.**

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

**RAILROADS MUST REPORT WRECKS.**

12. This Rule held invalid by the State Supreme Court.

**CARRIERS SHALL POST NOTICES OF REGULATIONS.**

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

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**SECTION 2—RULES GOVERNING THE  
TRANSPORTATION OF PASSENGERS.**

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**BAGGAGE.**

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

**LESS THAN MAXIMUM RATES MAY BE CHARGED.**

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

**MINIMUM FARE.**

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

**COMPUTATION OF FRACTIONS.**

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

**FREE OR REDUCED RATES, EXCURSIONS, ETC.**

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

**POSTING ARRIVAL OF DELAYED TRAINS.**

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size

at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

#### RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

**RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.**

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

**COACHES MUST BE HEATED, LIGHTED, ETC.**

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

- (1) To heat them whenever necessary for the comfort of the passengers.
- (2) To light them sufficiently after dark.
- (3) To keep in them a sufficient supply of good drinking water for the passengers.
- (4) To keep them in a clean and sanitary condition.
- (5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

**RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.**

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at

least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

#### TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

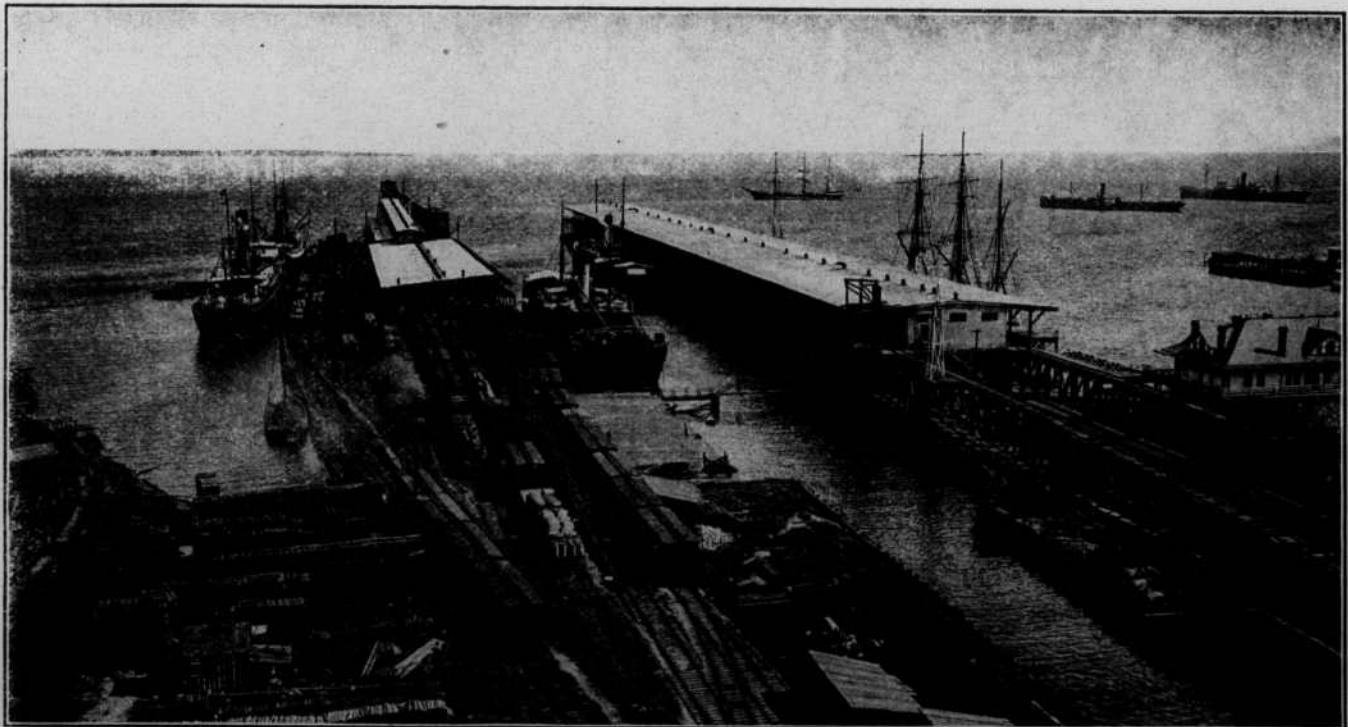
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### SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

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#### CONNECTION RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.



Wharf Facilities at Pensacola of L. & N. R. R.

**MAXIMUM RATES MAY BE REDUCED.**

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms or other exigencies.

**RAILROADS MUST ACT AS COMMON CARRIERS.**

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

**COMPUTATION OF PERCENTAGES.**

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

### FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified, or hereafter to be allowed, for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

### CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.  
 2,000 pounds and under 3,000, \$3.00 for extra handling.  
 3,000 pounds and under 4,000, 5.00 for extra handling.  
 4,000 pounds and under 5,000, 7.00 for extra handling.  
 5,000 pounds and under 6,000, 8.00 for extra handling.  
 6,000 pounds and under 7,000, 10.00 for extra handling.  
 Over 7,000 pounds, subject to special contract.

### CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of

delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

#### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scraps, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine-ground plaster, salt cake, saltpetre, sulphur, muck, tank stiffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

#### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

#### ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply when the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel.....	80 pounds
Coke, per bushel.....	40 pounds
Gravel, per cubic yard.....	3,200 pounds

Laths, green, per 1,000.....	700 pounds
Laths, seasoned, per 1,000.....	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds
Lime, per bushel.....	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet .....	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet .....	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet .....	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet .....	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet .....	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet .....	3,000 pounds

Lumber—Yellow Pine, rough:

Boards under 2 in., green, per 1,000 feet....	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet.	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.	4,000 pounds

Timbers, 6x6 and up, green, per 1,000 feet.. 4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar  
and Yellow Pine, viz:

Bevel Siding, from 1 in. stock, seasoned....	1,100 pounds
Bevel Siding, from 5.4 in. stock seasoned..	1,500 pounds
Ceiling, 5-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned.:	1,100 pounds
Ceiling, 7-16 in. net 3 $\frac{1}{4}$ in. face, seasoned...	1,400 pounds
Ceiling, 9-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned...	1,600 pounds
Ceiling, 11-16 in. net, 3 $\frac{1}{4}$ in. face, seasoned..	2,000 pounds
Ceiling or Partition, $\frac{5}{8}$ in. net, seasoned....	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net seasoned ...	2,100 pounds
Drop Siding, seasoned.....	2,250 pounds
Finish, 1x4 in. and up, dressed four sides, seasoned .....	2,850 pounds
Flooring, 13-16 in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, sea- soned .....	2,250 pounds
Flooring, 13-16 in. and 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned .....	2,400 pounds
N. O. S., seasoned.....	3,000 pounds

N. O. S., green.....	4,000 pounds
Lumber, N. O. S., green, per 1,000 feet.....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet..	4,000 pounds
Sand, per cubic yard.....	3,000 pounds
Shingles, green, per 1,000.....	550 pounds
Shingles, seasoned, per 1,000.....	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car.....	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car.....	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts or Rails, per cord .....	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

**ARTICLES TOO LONG OR TOO BULKY TO BE  
LOADED IN BOX CARS.**

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

**CHARGES FOR SWITCHING OR TRANSFERRING  
CARS WHEN PASSING OVER TWO OR  
MORE ROADS.**

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated

there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided that this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

#### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy

transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

#### RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

#### LOWEST RATE TO BE CHARGED.

18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

#### JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent. for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent. for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On Classes L, N, O and P, the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so

agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

#### SETTLEMENT OF CLAIMS FOR OVER-CHARGES.

20. All over-charges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an over-charge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the company.

#### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

**DELIVERY OF FREIGHTS.**

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

**EQUIPPING LUMBER CARS.**

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

**ESTABLISHING AND ABOLISHING STATION AGENCIES.**

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided; further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

#### OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE  
OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO  
OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers, of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

**SECTION 4—RULES AND REGULATIONS  
GOVERNING TRANSPORTATION  
OF LIVE STOCK.**

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**ESTIMATED WEIGHTS.**

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

**LIVE STOCK, LESS THAN CARLOADS, WILL BE  
TAKEN AT THE FOLLOWING ESTIMATED  
WEIGHTS.**

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 pounds
Stallions, jacks and bull, each.....	3,000 pounds
Each cow and calf together, not crated.....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated each .....	1,000 pounds
Colts, under one year old, except stallions, not crated .....	1,000 pounds
Calves, under one year old not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep crated, each, actual weight, but not less than .....	100 pounds

Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L. C. L. will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds
In no case shall the charge for less than a carload of live stock exceed the charge for a carload.	

#### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

#### MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

# **DEMURRAGE RULES.**

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

## **RULE I.**

### **FREIGHT SUBJECT TO CAR SERVICE CHARGES.**

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

## **RULE II.**

### **NOTICE TO CONSIGNEES.**

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

## **RULE III.**

### **LEGAL NOTICE.**

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends

seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall made until after legal notice, as above specified, is given.

#### RULE IV.

##### PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars) ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

#### RULE V.

##### GOODS CONSIGNIED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal

notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

#### RULE VI.

##### REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would have otherwise accrued."

#### RULE VII.

##### CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

**Section 1.** Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

**Sec. 2.** Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

#### RULE VIII.

##### CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00, per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

#### RULE IX.

##### CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

**RULE X.****RAILROADS ALLOWED TO STORE PROPERTY.**

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

**RULE XI.****PER DIEM CHARGE ALLOWED CONSIGNEES.**

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

**RULE XII.****STORMY WEATHER.**

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

**RULE XIII.****DISCRIMINATION AND EXEMPTIONS.**

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at

all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two( 72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities, not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

## RULE XV.

## STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

## RULE XVI.

## OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

## RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company

shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit any pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, that the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, that this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

## RULE XVIII.

### DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such car as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper offi-

cial on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

## RULE XIX.

### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the

shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

## **SCHEDULES OF PASSENGER FARES**

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### **Operated By the Railroads in Florida.**

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#### *Railroads Charging 3 Cents per Mile*

Georgia, Florida and Alabama Railway.  
Georgia Southern and Florida Railway.  
Pensacola, Alabama and Tennessee Railroad.  
Georgia and Florida Railway.  
Louisville & Nashville Railroad.

#### *Railroads Charging 4 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sale*

Apalachicola Northern Railroad.  
Atlanta and St. Andrews Bay Railway.  
Birmingham, Columbus & St. Andrews Railroad.  
Charlotte Harbor and Northern Railway  
Fellsmere Railroad.  
Lake Hancock & Clermont Railroad.  
Live Oak, Perry and Gulf Railway.  
Marianna and Blountstown Railroad.  
Ocala Northern Railway.  
Ocala and Southwestern Railroad.  
Plant City, Arcadia and Gulf Railway.  
Standard and Hernando Railway.  
Sanford and Everglades Railway.  
Suwannee River and White Springs Railway.  
Tampa and Gulf Coast Railway.  
Tampa Northern Railway.  
Woodville Railroad.

#### *Railroads Charging 4 Cents per Mile*

Florida Central Railroad.  
Greenville Southern Railway.  
Tampa and Jacksonville Railroad.

#### *Railroads Charging 5 Cents Straight Fare, with 3-Cent Round-Trip Tickets Good for Five Days Exclusive of Day of Sales*

Tavares and Gulf Railway.

*The Atlantic Coast Line Railroad Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents*

Florida Midland.  
Homosassa Branch.  
Newberry to Perry Extension.  
Oviedo Branch.  
Sanford Branch.  
Sanford and Tavares.  
St. Cloud Sugar Belt.  
Sanford and St. Petersburg.  
St. Johns and Lake Eustis.  
Tampa and Thonotosassa.  
Tiger Bay Branch.  
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 2 3-4 Cents per Mile, Except the Following Branches, Which Charge 3 Cents*

Fernandina to Baldwin.  
Monticello to Drifton.  
Tallahassee to St. Marks.  
Starke to Wannee.  
Waldo to Cedar Keys.  
Silver Springs Junction to Silver Springs.  
Wildwood to Lake Charm.  
Lake Charm to Winter Park.  
Sumterville Junction to Sumterville.  
Archer to Eagle Mine.

**SCHEDULE  
OF  
FREIGHT TARIFFS.**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Florida Central, Florida & Georgia, Tampa & Jacksonville, Standard & Hernando, Tampa Northern, Woodville Railroad, Greenville Southern, Marianna & Blountstown, Ocala Northern, Suwannee River & White Springs, Tampa & Gulf Coast Railroads, Ocala & Southwestern, Tallahassee & Gulf, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont:

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.															Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	11.00	14
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	13.00	16
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	14.00	18

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	19.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	20.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-  
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.

STATIONS.	PER HUNDRED POUNDS.														Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.	Per 100 Pounds.	Per Crate.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	5.00	8	...
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00	7.00	9	...
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00	8.00	10	...
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00	9.00	11	...
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00	10.00	12	...
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00	11.00	13	...
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	11.00	14	...
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	12.00	15	...

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD AND SAN-FORD & EVERGLADES RAILROAD COMPANY —LOCAL MILEAGE TARIFF.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.														Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00	\$ 5.00	8	
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9	
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10	
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11	
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12	
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13	
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14	
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15	
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16	
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17	
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18	
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19	

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, AND SAN-FORD & EVERGLADES RAILROAD COMPANY—LOCAL MILEAGE TARIFF—Continued.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.													Per Car Load.					Per 100 Pounds. R	
	Per Barrel.							Per 100 Pounds.						Per Ton.						
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	16.00	20
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles.....	77	69	63	54	44	38	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28

200 miles and over 250 miles.....	86 76 69 62 52 47 36 35 34 25 52 62 45 20	2.23 2.29 37.00 32.00 22.00 28½
270 miles and over 260 miles.....	87 77 70 63 54 48 37 36 35 25 54 63 46 20	2.24 2.30 38.00 33.00 23.00 29
280 miles and over 270 miles.....	88 78 71 64 54 49 38 37 36 26 54 64 47 20	2.25 2.31 38.00 33.00 23.00 29½
290 miles and over 280 miles.....	89 79 72 65 55 51 39 38 37 26 55 65 48 20	2.26 2.32 39.00 33.00 24.00 30
300 miles and over 290 miles.....	90 80 74 66 56 52 40 39 37 27 56 66 50 20	2.27 2.33 39.00 34.00 24.00 30
310 miles and over 300 miles.....	91 81 75 67 57 53 41 40 39 27 57 67 51 21	2.28 2.24 40.00 34.00 24.00 31
320 miles and over 310 miles.....	92 82 76 68 59 54 42 40 40 27 59 68 52 21	2.29 2.35 40.00 34.00 24.00 31
330 miles and over 320 miles.....	93 83 77 69 59 55 43 41 41 27 59 69 53 21	2.30 2.36 41.00 35.00 25.00 32
340 miles and over 330 miles.....	94 84 78 69 60 55 43 41 41 28 60 69 53 22	2.31 2.37 41.00 35.00 25.00 32
350 miles and over 340 miles.....	95 85 78 70 60 56 43 42 42 28 60 70 54 22	2.32 2.38 42.00 35.00 25.00 33
360 miles and over 350 miles.....	96 86 79 70 60 56 44 42 42 29 60 70 54 22	2.33 2.39 43.00 35.00 25.00 34
370 miles and over 360 miles.....	97 87 79 70 60 56 45 42 42 29 60 70 54 22	2.34 2.40 43.00 35.00 26.00 34
380 miles and over 370 miles.....	98 88 80 71 61 57 45 43 43 30 61 71 55 23	2.35 2.43 44.00 36.00 27.00 35
390 miles and over 380 miles.....	99 89 81 71 61 57 45 43 43 30 61 71 55 23	2.36 2.46 45.00 36.00 27.00 35
400 miles and over 390 miles.....	100 90 82 72 62 57 45 43 43 31 62 72 55 23	2.37 2.50 45.00 36.00 28.00 36

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.												Per Barrel. Per 100 Lbs.	Per Ton, 2000 Lbs.	Per Carload.				Per 100 Lbs. Per Stand'rd Box	Per Stand'rd Crate.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V		
																				C.L.	L.C.L.	C.L.	L.C.L.	
10 Miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	5 00	8	8	11	6	9
20 Miles and over 10 Miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00	7 00	9	8	11	6	9
30 " " 20 Miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00	8 00	10	8	11	7	10
40 " " 30 Miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00	9 00	11	9	12	7	10
50 " " 40 Miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>b</sup>	1 30	1 40	18 00	16 00	10 00	12	10	13	8	11
60 " " 50 Miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	11 00	13	11	14	8	11
70 " " 60 Miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>b</sup>	1 50	1 60	22 00	18 00	11 00	14 <sup>b</sup>	12	15	9	12
80 " " 70 Miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	12 00	15	13	16	9	12
90 " " 80 Miles....	56	53	46	38	33	26	19	19	19	14	23	38	25	12 <sup>b</sup>	1 70	1 75	26 00	20 00	13 00	16	14	17	10	13
100 " " 90 Miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	14 00	17	15	18	10	13
110 " " 100 Miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>b</sup>	1 80	1 90	29 00	22 00	14 00	18	16	19	11	14
120 " " 110 Miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	15 00	19	17	20	11	14
130 " " 120 Miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>b</sup>	1 90	2 00	31 00	24 00	16 00	20	18	21	12	15
140 " " 130 Miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	16 00	21	19	22	12	15

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150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>b</sup>	2 00	2 10	33 00	26 00	17 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	17 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>b</sup>	2 10	2 20	35 00	28 00	18 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>b</sup>	2 15	2 21	36 00	29 00	19 00	24 <sup>a</sup>	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>b</sup>	2 16	2 22	37 00	30 00	19 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>b</sup>	2 17	2 23	38 00	30 50	20 00	25 <sup>a</sup>	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	20 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	21 00	26 <sup>a</sup>	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	21 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	22 00	27 <sup>a</sup>	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	22 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	22 00	28 <sup>a</sup>	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	23 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	23 00	29 <sup>a</sup>	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	24 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	25 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	25 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	27 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	28 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	29 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	31 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	32 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	33 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	37 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	37 00	36	31	34	24	27

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.—Continued.

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.												Per Barrel. Per 100 Lbs.	2,000 Lbs. Per Ton,	Per Carload.				Per 100 Lbs. Per Stand'rd Box.	Per Stand'rd Crate.								
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G	V						
																	C.L.	L.C.L.	C.L.	L.C.L.								
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	31	34	24	27
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	31	34	24	27
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	38 00	37	32	35	25	28
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38 00	38	32	35	25	28
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	39 00	38	32	35	25	28
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	39 00	38	33	36	26	29
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	33	36	26	29
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	33	36	26	29
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39 00	39	34	37	27	30
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 00	40	34	37	27	30
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 50	40	34	37	27	30
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40 50	40	35	38	28	31
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	35	38	28	31
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	35	38	28	31
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	40 50	41	36	39	29	32

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car Load.					Per 100 Lbs. Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F										
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12

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SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.

DISTANCES.	PER HUNDRED POUNDS.													Per Car Load.								
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	Per 100 Pounds.	Oranges per box 80 lbs.
																				Per 100 Pounds.	Per box 80 lbs.	Vegetables per crate 50 lbs.
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$ .75	\$ 1.20	\$ 9.75	\$ 12.00	\$ 5.00	8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA, BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.														Per Barrel. Fertilizers, Brick, C.L. Lumber,C.L.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P
10 miles and under .....	20	17	15	13	12	11	11	11	11	7	7	11	11	7	7	7	5
20 miles and over 10 miles .....	23	20	18	16	13	12	12	12	12	9	9	13	13	9	9	9	6
30 miles and over 20 miles .....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION  
 OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND  
 NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.

BETWEEN LOCAL STATIONS.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.					Per 2,000 Lbs.	Per Car.		Oranges per box 80 lbs. Vegetables per crate 50 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H		F	K	L	M	N	O	P	Coal	Live Stock, Except Hogs	Sheep double deck Hogs single.	
10 miles and under.....	25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	\$ .60	\$10.00	\$12.00	10	8
15 miles and over 10 miles.....	30	25	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4	.80	14.00	17.00	10	8
20 miles and over 15 miles.....	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	5	7	5	.90	14.00	17.00	11	8
25 miles and over 20 miles.....	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5	1.00	17.00	20.00	11	8
30 miles and over 25 miles.....	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6	1.05	17.00	20.00	12	8
35 miles and over 30 miles.....	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6	1.15	19.00	23.00	12	9
40 miles and over 35 miles.....	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6	1.20	19.00	23.00	12	9
45 miles and over 40 miles.....	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7	1.25	21.00	25.00	12	9
50 miles and over 45 miles.....	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7	1.25	21.00	25.00	13	9
55 miles and over 50 miles.....	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7	1.30	23.00	28.00	13	9
60 miles and over 55 miles.....	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8	1.35	23.00	28.00	13	9
65 miles and over 60 miles.....	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8	1.40	25.00	30.00	13	10

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70 miles and over	65 miles.....	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
75 miles and over	70 miles.....	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over	75 miles.....	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over	80 miles.....	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over	85 miles.....	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	15	10
95 miles and over	90 miles.....	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over	95 miles.....	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over	100 miles.....	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over	110 miles.....	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over	120 miles.....	70	62	53	48	43	39	39	39	23	18	39	39	46	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over	130 miles.....	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over	140 miles.....	74	66	55	50	45	41	41	41	25	20	41	41	50	41	-5	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over	150 miles.....	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
 LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.													CARLOADS.								
	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal	Per Barrel. Per 100 Lbs.	Per 100 Lbs. Per 1000 Lbs.	Per Car.	Oranges, box 80 Lbs. Veg'bles,Cr't 50 Lbs.
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$ .60	\$ 5.00	\$ 6.00	10	8
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10

TARIFF

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												PER CAR LOAD.						Per Rate.		
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	\$ 5.00	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10

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## SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under .....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further,* That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

## RATES ON COTTON PRESSED IN BALES.

## RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.**

**FOR THE SOUTHERN EXPRESS COMPANY.**

**LOCAL COMMODITY MILEAGE SCALE RATES.**

**Solely Within the State of Florida.**

The following rates on Fruit and Vegetables will apply on all shipments between local points on

**FLORIDA EAST COAST RAILWAY.**

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

**Note:** The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

**CLASSIFICATION.**

**Tariff A.**

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

**Tariff B.**

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the  
Railroad Commission of the State of Florida.

**FOR THE SOUTHERN EXPRESS COMPANY.**

**LOCAL COMMODITY MILEAGE SCALE RATE.**

**Solely Within the State of Florida.**

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except, the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

**Note:** The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance hauled over each road.

**CLASSIFICATION.**

**Tariff A.**

Fruit: Oranges, Lemons, Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or barrel crates, double the crate rate.

**Tariff B.**

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

**LOCAL EXPRESS RATES ON COMMODITIES AS REVISED,  
ADOPTED AND ALLOWED.**

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Schedule of Freight Tariffs Revised, Allowed and Adopted by the  
Railroad Commission of the State of Florida.

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**FOR THE SOUTHERN EXPRESS COMPANY.**

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**LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.**

**Solely Within the State of Florida.**

The following rates on strawberries will apply on all shipments between local points on any one of the railroads in the State of Florida, except

**THE FLORIDA EAST COAST RAILWAY.**

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

**Note:** The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

**LOCAL MILEAGE RATES ON FRUIT AND  
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

**EXCEPTIONS.**—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

## CLASSIFICATION.

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### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

### CLASS V—FRUIT:

Peaches, Pears and Guavas.

### VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crates or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crates referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

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# **DISTANCE TABLES**

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# DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville .....	0.	Denver .....	77.5	Eight Oaks .....	150.0
Edgewood .....	3.6	Longs .....	79.0	Gatlin .....	151.0
Richardson .....	5.0	Silver Pond .....	80.0	Jessamine .....	152.0
Youkon .....	9.4	Hammond .....	81.2	Pine Castle .....	153.0
Reeds .....	11.0	Seville.....	83.4	Smithville .....	155.6
Orange Park.....	14.0	Pierson .....	89.1	Oraceola .....	160.0
Peoria .....	19.0	Eldridge .....	91.5	Connelly .....	160.2
Doctor's Inlet.....	20.4	Barberville .....	93.8	Kissimmee .....	166.0
Russell .....	23.9	De Leon Springs .....	99.0	Campbell .....	170.0
Williams .....	26.0	Glenwood .....	102.2	Loughman .....	177.1
Magnolia Springs.....	28.3	Walters .....	104.0	Davenport .....	182.2
Green Cove Springs.....	29.8	DeLand Junction .....	107.2	Haines City .....	187.0
Walkill .....	33.3	Beresford .....	108.0	Bartow Junction .....	193.7
West Tocoi .....	40.2	Fatio .....	110.0	Auburndale .....	198.0
Bostwick .....	45.7	Orange City Junction .....	112.3	Carter's .....	203.2
Teasdale .....	48.6	Enterprise Junction .....	118.1	Lakeland .....	208.6
Rice Creek .....	51.0	Monroe .....	121.0	Winston .....	212.7
Pecan .....	51.6	Rands .....	122.0	Youman's .....	215.7
Sauble .....	52.0	Sanford Junction .....	124.3	Plant City .....	219.1
Palatka .....	54.9	Sanford.....	125.0	Dover .....	225.3
Lundy .....	57.3	Elwould .....	128.0	Seffner .....	228.7
Peniel .....	60.0	Crystal Lake .....	129.0	Mango .....	230.0
Buffalo Bluff .....	62.1	Lake Mary .....	130.8	Orient .....	235.0

Satsuma .....	63.9	Longwood .....	135.4	Thonotosassa Jct. ....	237.9
Sisco .....	67.0	Altamonte Springs .....	138.3	Ybor City .....	239.1
Middletons .....	68.0	Maitland .....	140.9	Tampa .....	240.6
Pomona .....	69.4	Park House .....	141.0	Tampa Bay Hotel.....	241.4
Como .....	71.0	Winter Park .....	143.4	Dewey .....	244.9
Huntington .....	71.2	Formosa .....	145.0	Port Tampa City .....	247.9
Crescent City Jct. ....	77.0	Orlando .....	148.2	Port Tampa .....	249.6

**Jacksonville to Jesup.**

Jacksonville .....	0.0	Ratliff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Picket .....	5.5	Dyal .....	24.3	Folkston, Ga. ....	41.5
Dinsmore .....	9.6	Hilliard .....	29.9	Jesup. Ga. ....	96.0

## ATLANTIC COAST LINE RAILWAY—Continued.

Jacksonville to St. Petersburg.

Jacksonville	0.0	McIntosh	104.6	Center Hill	173.6
Milldale	10.0	Gaitskill	106.0	Webster	178.2
Moncrief	3.5	Orange Lake	106.1	St. Catherine	183.3
Cambon	9.3	Oaklawn	107.0	x*Croom	189.2
Cash Point	14.1	Reddick	110.5	Rital	176.9
Baldwin	19.2	Lowell	113.4	Trilby	181.0
Mattox	24.0	Martin	116.5	Lenard	184.0
McPherson	26.8	Zuber	117.4	Blanton	187.0
Nursery	29.0	Kendrick	119.6	Chipco	188.0
Bessent	30.8	Ocala Junction	124.2	San Antonio	193.0
Sapp	37.8	Ocala	125.1	Pasco	196.0
Britt	41.0	Fakes	126.0	Devonshire	200.0
Ellerbee	41.7	Orange Avenue	127.0	Ehren	205.0
Raiford	44.8	Montague	130.0	Drexel	207.0
Rylander	47.1	Cornell	131.3	Odessa	215.0
Johnstown	49.0	Welshton	136.0	Keystone Park	219.0
Lake Putler	51.9	Candler	138.6	Taconey	224.0
Dukes	58.0	Ocklawaha	140.0	Tarpon Springs	226.0
Hiers	58.8	Weir Park	141.0	Seaside	229.0
Worthington Springs	61.0	East Lake	144.0	Sutherland	231.0
Santa Fe	63.9	Stanton	146.0	Ozona	232.0
Hainesworth	68.2	Weirsdale	146.6	Dunedin	236.0
Burnett's Lake	70.8	Conant	150.0	Clear Water	239.0
Hague	74.1	Lady Lake	151.3	Bellair	240.0
Paradise	80.4	Fruitland Park	156.0	Largo	243.0
Gainesville	84.5	Leesburg Junction	158.0	Cross Bayou	247.8
Rochelle	93.5	Leesburg	159.0	Lellman	252.0
Micanopy Jct.	99.1	Corley	161.0	St. Petersburg Wharf	258.0

Evinston .....	101.7	Oklahumpka .....	164.5	St. Petersburg .....	257.0
Boardman .....	104.0	Cason .....	169.0		

xJax to Croom via. Newburg, 172.0. \*Stations south of Croom based on mileage via. Newburg.

RR-C

Jacksonville to Perry.

Jacksonville .....	0.0	Rylander .....	47.1	Tyler .....	93.9
Milddale .....	10.0	Johnstown .....	49.0	Trenton .....	98.1
Moncrief .....	3.5	Lake Butler .....	51.9	Wilcox .....	104.5
Cambon .....	9.3	Dukes .....	57.8	Old Town .....	108.5
Cash Point .....	14.1	Hiers .....	58.8	Eugene .....	113.6
Baldwin .....	19.2	Worthington Springs .....	61.0	Cross City .....	116.8
Mattox .....	24.0	Santa Fe .....	63.9	Hines .....	126.9
McPherson .....	26.8	Hainesworth .....	68.2	Clara .....	134.0
Nursery .....	29.0	Burnett's Lake .....	70.8	Salem .....	141.7
Bessent .....	30.8	West Alachua .....	72.5	Athena .....	150.3
Sapp .....	37.8	Cadillac .....	77.0	Pinland .....	154.6
Britt .....	41.0	Haile .....	79.0	Perry .....	161.0
Ellerbee .....	41.7	Komoka .....	82.1		
Raiford .....	44.8	Newberry .....	84.6		

## ATLANTIC COAST LINE RAILWAY—Continued.

## Lakeland to Waycross.

Lakeland .....	0.0	Holder .....	73.0	Fort White .....	149.0
Galloway .....	6.0	Elliston .....	75.9	Lake City Junction .....	152.0
Kathleen .....	7.6	Gulf Junction .....	79.0	Hildreth .....	155.0
Stokes .....	11.2	Dunnellon .....	80.0	Burlington .....	156.0
Southern Pines .....	12.0	Chatmar .....	83.0	Branford .....	163.0
Millards .....	15.0	Juliette .....	85.0	O'Brien .....	168.0
Kings Mill .....	16.0	Romeo .....	92.0	McAlpin .....	175.0
Lumberton .....	20.0	Pedricks Mill .....	94.0	Pinemount .....	177.0
Richland .....	20.8	Morriston .....	97.0	Padlock .....	182.0
Ellerslie .....	23.0	Montbrook .....	101.0	Live Oak .....	186.0
Collins .....	26.0	Williston .....	105.0	North Live Oak .....	187.8
Dade City .....	27.5	Hodgson .....	106.0	Byrd's Still .....	189.0
Owensboro .....	33.0	Gunnells .....	107.0	Rixford .....	191.0
Trilby .....	34.0	Raleigh .....	109.0	Suwancee .....	193.0
Rital .....	38.2	Eve .....	112.0	Marion .....	197.0
Netherland Mines .....	42.0	Archer .....	117.0	Jasper .....	202.9
Croom .....	43.0	Half Moon .....	122.0	Bakers Hill .....	206.9
Leta .....	46.0	Newberry .....	127.0	Tarver, Ga. ....	215.0
Istachatta .....	49.0	Lexington .....	129.4	Alexanderville, Ga. ....	218.0
Diamond Mines .....	53.0	Younglove .....	131.0	Haylow, Ga. ....	224.0
Floral City .....	56.0	Wades .....	134.0	Withers, Ga. ....	226.0
Inverness .....	62.0	Clark .....	135.0	Dupont Junction, Ga. ....	235.0
Hernando .....	68.0	High Springs .....	140.0	Waycross, Ga. ....	270.0

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## High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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Lakeland to Fort Myers.

Lakeland .....	0.0	Torrey .....	33.7	Fort Ogden .....	72.6
Pauway .....	4.2	Wauchula .....	38.1	Cleveland .....	82.2
Haskell .....	7.5	Zolfo .....	42.1	Punta Gorda .....	86.0
Bartow .....	13.0	Moffitt .....	45.6	Acline .....	90.2
Homeland .....	19.2	Buchanan .....	48.4	Gilchrist .....	99.1
Fort Meade .....	23.9	Gardner .....	52.5	Samville .....	106.8
Whidden Creek .....	26.4	Brownville .....	56.0	Tice .....	109.8
Jane Jay .....	28.4	Arcadia .....	62.0	Fort Myers .....	114.0
Bowling Green .....	31.7	Nocatee .....	66.0		

Sanford to Trilby.

Sanford .....	0.0	Fullers .....	26.0	Sheridan .....	47.1
Sanford Junction .....	0.8	Staten .....	26.1	Hammondsville .....	49.1
New Upsala .....	2.8	Crown Point .....	27.2	Taylorville .....	50.1
Twin Lakes .....	3.8	Brannons .....	28.1	Mascotte .....	51.1
Sylvan Lake .....	5.3	Winter Garden .....	29.4	Tuscanooga .....	54.1
Pine Crest .....	6.1	Brayton .....	30.1	Mabel .....	57.1
Island Lake .....	7.6	Tildenville .....	30.9	Cedar Hammock .....	59.1
Glen Ethel .....	10.0	Oakland .....	32.1	Linden .....	61.2
Palm Springs .....	13.2	Killarney .....	33.1	Tarrytown .....	62.4
Granada .....	14.1	Cynthiana .....	34.1	Tompkins Crossing .....	64.1
Forest City .....	15.9	Mohawk .....	39.1	Riverland .....	67.1
Toronto .....	18.1	Minneola .....	41.1	Lachoochee .....	71.1
Lakeville .....	20.4	Clermont .....	42.1	Trilby .....	73.1
Clarcona .....	22.3	Parkers Crossing .....	45.1		
Millerton .....	24.1	Varnell .....	46.1		

Ocala to Homosassa.

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction .....	28.0
Ocala Junction .....	0.9	Rock Springs .....	18.7	Citronelle. ....	35.0
Martel .....	8.9	Juliette .....	22.0	Crystal .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

Sanford to Astor.

Sanford .....	0.0	Tufts .....	8.8	Tavares. ....	29.3
Sanford Junction .....	0.8	Ethel .....	10.8	Eustis .....	33.8
New Upsala .....	2.8	Cassia .....	12.8	Fort Mason. ....	35.7
Twin Lakes .....	3.8	Wayland .....	15.4	Umatilla .....	39.8
Paola Junction .....	5.3	Lovejoy's Mill .....	16.8	Altoona .....	42.9
Paola .....	5.8	Sorrento .....	18.4	Pittman .....	45.0
Markham .....	7.8	Mount Dora .....	23.9	Astor .....	60.5

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Sanford to Lake Charm.

Sanford .....	0.0	Rutledge .....	5.0	Oviedo .....	17.0
Sanford Junction .....	0.8	Clydes .....	7.4	Lake Charm .....	18.4
Fort Reed .....	3.2	Clifton .....	12.0		

Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend .....	7.4	Grand Island .....	12.0		

Tavares to Lane Park.

Tavares .....	0.0	Lane Park .....	3.0		
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**ATLANTIC COAST LINE RAILWAY—Continued.**

**Kissimmee to East Apopka.**

Kissimmee .....	0.0	Isleworth .....	18.0	Clarecona .....	29.3
Shingle Creek .....	4.5	Windemere .....	19.6	Apopka .....	33.0
McLane's .....	8.7	Gotha .....	21.1	East Apopka .....	34.0
Waco .....	17.3	Ocoee .....	24.5		

**Kissimmee to Narcoossee.**

Kissimmee .....	0.0	St. Cloud Junction .....	6.0	Peento .....	10.0
Hammock Grove .....	1.0	St. Cloud .....	7.0	Runnymede .....	12.8
Hirtzel .....	2.0	Deeson .....	7.0	Narcoossee .....	14.0
Wadleys Crossing .....	3.0	Sunnyside .....	9.0		
Carolina .....	4.5	Ashton .....	10.0		

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**Bartow Junction to Bartow.**

Bartow Junction .....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Excelsior Park .....	13.2		
Winter Haven .....	5.0	Gordonsville .....	12.0		

**Winston to Tiger Bay.**

Winston .....	0.0	Mulberry .....	10.8	Phosphoria .....	19.9
Wood Spur .....	3.0	Kingsford .....	12.0	Agricola .....	21.4
Medulla. ....	6.0	Pierce .....	13.8	Tiger Bay .....	25.3
Christina .....	7.5	Pebbledale .....	15.4	Ft. Meade .....	28.8
Bone Valley Junction.....	8.8	Long Branch .....	17.0		
Prairie .....	9.0	Green Bay .....	17.2		

**DeLand Junction and DeLand.**

D <sup>r</sup> Land Junction.....	0.0	Stetson .....	2.1	De Land .....	4.0
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**Thonotosassa Junc. to Thonotosassa.**

Thonotosassa Junction .....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Idlewild Park .....	5.5	Harney .....	8.5		

**Croom to Brooksville.**

Croom .....	0.0	Brooksville .....	10.0		
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**Palatka to Rochelle.**

Palatka .....	0.0	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park .....	34.7
Akomi .....	10.1	Johnson .....	22.7	Rochelle. ....	38.9
Hollister .....	11.5	McMeekin .....	25.3		

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**Micanopy Junction to Tacoma.**

Micanopy June.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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**Proctor to Citra.**

Proctor .....	0.0	Citra .....	6.1		
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**Lake City to Lake City Junction.**

Lake City .....	0.0	Drews .....	10.7	Lake City Junction .....	18.7
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**Monticello to Thomasville.**

Monticello .....	0.0	Metcalf .....	14.0	Thomasville, Ga.....	24.0
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**River Junction to Climax.**

River Junction .....	0.0	Fowltown, Ga.....	21.6		
Faceville, Ga.....	14.9	Climax, Ga. ....	30.3		

**Haines City to Frostproof.**

Haines City .....	0.0	Lake Wailes .....	15.0	Frostproof .....	28.0
Dundee .....	7.0	Crooked Lake .....	21.0		

**Tampa to West Tampa.**

Tampa .....	0.0	West Tampa .....	3.0		
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**Nichols to Mulberry.**

Nichols .....	0.0	Mulberry .....	5.0		
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**SEABOARD AIR LINE RAILWAY.**

From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.8	Pinhook .....	140.0
Marietta .....	7.4	Welborn .....	70.5	Braswell .....	140.5
Priceville .....	9.0	Houston .....	76.0	Lloyd .....	147.0
White House .....	10.9	Live Oak .....	81.3	Steel Creek .....	149.0
Halsema .....	13.0	Suwannee .....	88.0	Capitola .....	151.4
Millerton .....	14.0	Falmouth .....	90.9	Chaires .....	153.4
Baldwin .....	18.7	Swann .....	94.0	Tallahassee .....	165.0
Mattox .....	22.7	Ellaville .....	94.7	Ocklocknee .....	173.4
Macclenny .....	27.5	Lee's .....	102.2	Lawrences .....	174.0
Glen St. Mary .....	29.8	West Farm .....	104.4	Carsons .....	176.0
Drake .....	32.5	Madison .....	109.7	Midway .....	177.0
Sanderson .....	36.8	Champaign .....	114.8	Quincy .....	188.9
Olustee .....	46.7	Greenville .....	123.3	Gretna .....	194.2
Mt. Carrie .....	51.1	Linwood .....	127.0	Mt. Pleasant .....	197.6
Watertown .....	56.7	Aucilla .....	130.7	Jamison .....	200.5
Lake City .....	59.3	Drifton .....	138.1	River Junction .....	207.7

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Jacksonville to Tampa.

Jacksonville .....	0.0	Island Grove .....	80.5	Sumterville Junction .....	136.0
Marietta .....	7.4	Citra .....	83.0	Sumterville .....	138.2
Priceville .....	9.0	Meadows .....	85.5	Edenfield .....	140.0
White House .....	10.9	Sparr .....	88.5	Bushnell .....	142.0
Halsema .....	13.0	Factory Siding .....	90.0	St. Catherine .....	145.9
Millerton .....	14.0	Vegetable Spur .....	91.0	Terrell .....	150.1
Baldwin .....	18.7	Anthony .....	91.8	Kalon .....	154.0
Fiftone .....	22.4	Spring Park .....	95.0	Lacoochee .....	156.3

Maxville	26.2	Oak	95.1	Owensboro	158.0
Mudge	32.0	Silver Springs Junction	97.7	Crescent	159.0
Highland	32.6	Silver Springs	99.6	Dade City	164.2
Hahoney	34.0	Ocala	101.5	Pasadena	166.7
Leghee	35.0	Lark Spur	103.0	Phelps	170.6
Lawtey	37.7	Orange Avenue	105.0	Greer	170.4
Horn	39.0	Millers	107.0	Abbot	173.6
Temple	40.0	Santos	109.1	Bramlett	176.0
Starke	44.4	Pollys Mill	110.0	Knights	184.9
Reynolds	46.0	Thaggard	112.0	Plant City	188.9
Thurston	49.0	Bellevue	113.1	Turkey Creek	193.7
Hampton	50.7	Greenleaf	114.0	Sidney	195.4
Eddys Spur	52.0	Summerfield	117.1	Sand Brick	197.0
Navarre	54.0	South Lake Weir Junction	117.3	Valrico	198.4
Waldo	56.3	Dallas	119.8	Dickinson	200.0
Maultsby	60.0	Oxford	122.8	Brandon	200.7
Eighty Nine	61.0	Harris Siding	125.0	Limona	201.7
Orange Heights	61.4	McRaney's	127.0	Pitts	204.0
Campv. Brick Track	65.0	Wildwood	127.4	Yeomans	206.0
Campville	65.4	Monarch	130.0	Fultons Spur	208.0
Goodwins	67.0	Hines	131.0	Ybor City	210.1
Rex	68.0	Coleman	131.9	Tampa	211.5
Hawthorne	70.5	Warnell	134.0		
Lochloosa	76.9	Panasoffkee	135.4		

**Jacksonville to Savannah.**

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

**SEA BOARD AIR LINE RAILWAY—Continued.**

**Fernandina to Baldwin.**

Fernandina .....	0.0	Italia .....	19.0	Inglehome .....	38.8
O'Neil .....	6.0	Callahan .....	27.2	Brandy Branch .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.0	Dahoma .....	34.8		
Wilson .....	14.0	Verdie .....	37.0		

**Waldo to Cedar Key.**

Waldo .....	0.0	Kanapaha .....	21.0	Otter Creek .....	49.6
Millican .....	3.4	Palmer .....	24.2	Ellzey .....	51.2
Fingers Mill .....	5.0	Orchard .....	26.0	Willy .....	59.3
Fairbanks .....	7.1	Archer .....	28.5	Rosewood .....	60.7
Dowds Spur .....	10.0	Camps Spur .....	32.0	Dix .....	61.0
Gainesville .....	14.0	Albion .....	33.5	Sumner .....	63.2
Millards .....	16.0	Meredith .....	34.7	Luckens .....	68.1
Daysville .....	17.6	Bronson .....	37.8	Suskins .....	69.0
Hammock Ridge .....	18.7	Otelia .....	40.0	Cedar Keys .....	70.9
Arredondo .....	19.9	Lennon .....	43.8		

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**Starke to Wanee.**

Starke .....	0.0	LaCrosse .....	19.4	Arno .....	32.6
Sampson Junction .....	6.4	Getzens .....	20.2	Buda .....	35.1
Wainwrights .....	7.6	Hainesworth .....	23.4	Central Junction .....	37.3
Clayno .....	10.1	Burnett's Lake .....	25.0	Neals .....	41.2
Atlantic .....	12.6	A. C. L. Junction .....	25.3	Willford .....	46.3
Brooker .....	14.6	Alachua .....	26.5	Bell .....	51.2
Thomasville .....	16.4	Hodges .....	29.3	Wanee .....	56.6

## Euda to Norwillis.

Buda .....	0.0	Thames .....	7.3	Fleetnor .....	8.7
Mutual .....	2.5	Vanes Pen .....	6.1	Norwillis .....	9.8
Thames Junction .....	5.7	Mersey .....	7.1		

## Archer to Early Bird.

Archer .....	0.0	Gunnells .....	9.0	Morriston .....	19.4
Eve .....	4.4	Williston .....	11.5	Standard .....	24.3
Raleigh .....	7.6	Montbrook .....	15.7	Early Bird .....	27.1

## Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	37.2
Orange Home .....	3.1	Eldorado .....	15.3	Apopka .....	40.5
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	22.3	Toronto .....	44.5
Whitney .....	7.5	Ellsworth Junction .....	25.4	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.4	Lockhart .....	46.6
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.9
Leesburg .....	11.4	Gainesboro .....	31.6	Modello Park .....	50.7
Sunnyside .....	13.9	Zellwood .....	33.2	Orlando .....	53.5
Birds .....	14.0	McDonald .....	35.5		

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## Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track .....	14.0
Rowena .....	2.8	Lake Howell .....	9.0	Lawtons Pkg. House .....	15.9
Morse .....	4.0	Golden Rod .....	10.3	Oveido .....	15.9
College Station .....	5.1	Bertha .....	11.0	Lake Charm .....	17.0
Winter Park .....	5.5	Gabriella .....	12.6		

**SEABOARD AIR LINE RAILWAY—Continued.**  
**Turkey Creek to Venice.**

Turkey Creek .....	0.0	Lyvers .....	41.0	Bradentown Junction .....	44.4
Durant .....	5.0	Ellenton Junction .....	41.1	Bradentown .....	45.4
Lithia .....	9.0	Ellenton .....	41.9	Orange Spur .....	47.0
Boyette .....	11.1	Harlee .....	42.0	Oneco .....	48.7
Burnetts Crossing .....	16.0	Harrison .....	42.0	Tallavast .....	50.0
Balm .....	16.4	Springstead .....	42.0	Rardins .....	52.0
Wimauma .....	20.2	Palmetto Junction .....	42.2	Sarasota .....	55.7
Willow .....	25.9	Palmetto .....	43.4	Fruitville .....	59.5
Dickey .....	29.0	Atwood Junction .....	43.0	Bee Ridge .....	62.7
Parish .....	32.0	Manavista .....	44.0	Osprey .....	67.7
Eric .....	35.6	Terra Ceia Junction .....	39.0	Laurel .....	72.7
Vegetable .....	36.0	Terra Ceia .....	44.4	Dundee .....	73.7
Barber .....	40.0	Manatee .....	44.1	Venice .....	74.7

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**Plant City to Nichols.**

Plant City .....	0.0	Hopewell .....	6.4	Welcome .....	13.0
Coronet Junction .....	2.2	Alafia .....	8.5	Edison .....	13.2
Coronet .....	3.5	Keysville .....	10.4	Nichols .....	15.6
Trapnell .....	4.2	Keysville Junction .....	10.9		

**Tallahassee to St. Marks.**

Tallahassee .....	0.0	Woodville .....	9.5	Wakulla .....	15.6
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	7.9	Vareen .....	12.7	St. Marks .....	21.1

**Tallahassee to Waylonzo.**

Tallahassee .....	0.0	Rose .....	13.0	Walkers Springs .....	30.0
St. Marks Junction .....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.3	Wacissa .....	21.3	Waylonzo .....	39.0
Walton .....	12.9	Leonton .....	23.6		

**Edison Junction to Agricola.**

Edison Junction .....	0.0	Bradley Junction .....	7.4	Agricola .....	12.5
Hull Junction .....	4.1	MacDowell .....	12.1		

**Morriston to Holder.**

Morriston .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1 .....	29.0
Early Bird .....	6.0	Anderson Mine .....	23.0	Section No. 34 Mine .....	29.0
Blue Run Mine .....	20.0	Dunnellon .....	20.0	Section No. 26 Mine .....	33.0
Ray Mine .....	20.0	River Mine .....	21.0	Section No. 35 Mine .....	33.0
Dunnellon Mine .....	21.0	Section 20-A Mine .....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine .....	26.0	Southern Mine .....	38.0
Marion Mine .....	21.0	Section 20-C Mine .....	26.0	Holder No. 1 Mine .....	40.0
Griggs Mine .....	21.0	Syndicate No. 3 .....	28.0	Holder No. 2 Mine .....	40.0

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**Drifton to Monticello.**

Drifton .....	0.0	Monticello .....	4.4		
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**GEORGIA SOUTHERN AND FLORIDA RAILWAY.**

Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	31.8	Suwannee Valley .....	82.8
A. C. L. Junction .....	1.0	Hampton .....	36.4	White Springs .....	86.3
Woodburn .....	8.0	Sampson City .....	42.1	Winn .....	89.7
Carraway .....	10.6	New River .....	46.8	Genoa .....	93.2
Baywood .....	13.8	Lake Butler .....	53.1	Jasper .....	103.8
Florahome .....	16.9	Guildford .....	58.1	Avoca .....	109.9
Grandin .....	18.9	Lulu .....	63.7	Jennings .....	115.3
Putnam Hall .....	21.5	Jefferson .....	67.0	Melrose, Ga. ....	118.8
Lake Geneva .....	26.1	Lake City .....	74.4	Valdosta, Ga. ....	134.4
Brooklyn .....	28.2	Winfield .....	80.0		

Jacksonville to Macon.

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing .....	3.6	St. George .....	27.5	Valdosta, Ga. ....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga. ....	156.6
King's Grove .....	7.5	Moniac .....	38.6	Macon, Ga. ....	261.8
Plummer .....	11.4	Baxter .....	39.1		
Crawford .....	17.7	Eddy .....	45.6		

**FLORIDA RAILWAY.**

Live Oak .....	0.0	Suwannee River .....	16.6	Charlton .....	39.2
Nebo .....	6.0	Norwood .....	19.4	Keene .....	43.1
Lanier Siding .....	10.0	Mayo .....	22.6	Fenholloway .....	46.1
Kirkland .....	12.4	San Pedro .....	26.1	Denmark .....	49.7
Wilmarth .....	16.0	Salt Road .....	28.0	Perry .....	52.0
Luraville .....	20.5	Askold .....	36.7		

**Mayo to Alton.**

Mayo .....	0.0	Alton .....	3.0		
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**TAMPA & JACKSONVILLE RAILWAY.**

Sampson City .....	0.0	Cannon's .....	24.5	Simonton .....	39.9
Graham .....	4.5	Rocky Point .....	25.7	Hickman .....	41.0
Cyril .....	7.0	Wacahoota .....	29.3	Southside .....	42.4
Bellamy .....	11.5	Clyatts .....	32.6	Dungarvin .....	43.4
Ellithorpe .....	16.0	Kirkwood .....	33.3	Irvine .....	45.0
A. C. L. Crossing .....	19.0	Tacoma .....	34.4	Fort Drane .....	46.3
Gainesville .....	20.0	Micanopy .....	36.7	Fairfield .....	48.0
S. A. L. Crossing .....	20.3	Tuscarilla .....	39.2		

**LIVE OAK, PERRY & GULF RAILROAD.**

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Live Oak .....	0.0	Dowling Park .....	17.0	Smith .....	32.0
S. A. L. Crossing .....	1.0	Chancey .....	18.0	Fen holloway .....	38.0
Starr .....	6.5	Mayo Junction .....	20.7	Florida Ry. Crossing .....	39.0
Mercer .....	8.5	Day .....	22.0	Blue Creek Junction .....	40.0
Platt .....	10.0	Silo .....	25.0	Perry .....	44.0
Lancaster .....	14.0	Townsend .....	28.0	Hampton Springs .....	49.0

**Mayo Branch.**

Mayo Junction .....	0.0	Peterson .....	8.3	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

**Mayo to Alton.**

Mayo .....	0.0	Alton .....	2.0		
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**LOUISVILLE & NASHVILLE.**

Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.3	Jacobi .....	29.0
Goulding .....	2.4	Quintette .....	18.7	McDavid .....	33.2
Brent .....	3.8	Molino .....	22.7	Thrifts .....	35.2
Olive .....	6.6	Noriagga .....	23.7	Bluff Springs .....	38.2
Roberts .....	11.4	Dolores .....	24.7	Pringe .....	40.2
Gonzales .....	12.4	Barth .....	25.7	Century .....	41.5
Cantonment .....	14.8	Pine Barren .....	27.0	Flomaton .....	43.5

P. & A. Division.

Pensacola .....	0.0	Deer Land .....	59.5	Piney Grove .....	113.6
Red Bluff .....	3.7	Claroy .....	61.5	Chipley .....	116.9
Bohemia .....	6.5	Ginsburg .....	63.5	Macon .....	118.9
Gull Point .....	7.2	Mossy Head .....	66.5	Aycock .....	122.7
Yniestra .....	8.2	Gradan .....	70.5	Cottondale .....	126.5
Escambia .....	9.2	Bear Head .....	72.5	Simla .....	128.5
Mulat .....	12.8	Pintado .....	74.5	Marianna .....	135.6
Harp .....	14.1	Tervin .....	78.5	Lulaton .....	137.6
Galt City .....	17.3	DeFuniak Springs .....	79.4	Lorena .....	140.6
Bagdad Junction .....	18.4	Argyle .....	84.1	Criglar .....	142.6
Milton .....	19.9	Once de Leon .....	90.9	Cypress .....	146.2
Harold .....	30.0	Valle .....	93.9	Grand Ridge .....	149.6
Kenneth .....	36.0	Gelder .....	96.9	Inwood .....	152.6
Holts .....	38.8	Westville .....	97.4	Sneads .....	155.6
Galliver .....	40.8	Caryville .....	99.9	Chattahoochee River Ldg.....	159.6
Milligan .....	46.3	Lone Pine .....	103.9	River Junction .....	161.1

12 R R-C	Crestview .....	50.6	Bonifay .....	108.5	
	Hinco .....	51.6	Hagerman .....	112.6	

Crestview to Floraia.

Crestview .....	0.0	Pineway .....	13.5	Cowans .....	19.9
Auburn .....	4.6	Falco Junction .....	14.6	Svea .....	20.8
Caledonia .....	8.5	Williamson .....	15.0	Hoogstract .....	21.5
Campton .....	10.0	Laurel Hill .....	16.5	Floraia, Ala..	26.4

Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala .....	100.1
Eleanor .....	3.0	High Note .....	11.6	Montgomery, Ala .....	159.4

**APALACHICOLA NORTHERN RAILROAD.**

River Junction to Port St. Joe.

River Junction .....	0.0	Evans .....	29.3	Criglar .....	48.0
Dolan .....	7.9	Telogia .....	30.0	Sumatra .....	55.7
Hardaway .....	9.0	Causey .....	31.0	Coline .....	60.0
Greensboro .....	12.6	Clio .....	32.0	Fort Gadsden .....	63.0
Juniper .....	14.4	Adrem .....	33.0	Beverly .....	67.3
Guest .....	17.1	Trump .....	33.9	Franklin .....	76.0
Sedalia .....	18.0	Liberty .....	35.0	Apalachicola .....	80.0
Eddy .....	19.0	Deerhunt .....	38.0	Tilton .....	86.0
Millman .....	22.0	Vilas .....	40.0	Odema .....	93.0
Lowrey .....	24.0	Zion .....	43.0	Nulsen .....	96.0
Hosford .....	25.6	Wilma .....	46.0	Port St. Joe .....	103.0

**ATLANTA & ST. ANDREWS BAY RAILWAY.**

Panama City .....	0.0	Spaun's Siding .....	31.0	Welchton .....	57.0
Mill Bayou .....	8.0	Compass Lake .....	37.0	Jacobs .....	59.0
Bear Creek .....	19.0	Round Lake .....	42.0	Campbellton's .....	63.0
Youngstown .....	22.0	Alfords .....	45.0	State Line .....	67.0
German American .....	25.0	Steele City .....	47.0	Dothan, Ala. ....	83.0
Fountain .....	30.0	Cottondale .....	52.0		

**GEORGIA, FLORIDA & ALABAMA RAILWAY.**

Carrabelle .....	0.0	Arran .....	29.0	Lake Jackson .....	59.0
Lanark .....	5.0	Raker Mill .....	31.0	Gibson .....	62.0
MacIntyre .....	13.0	Hilliardville .....	36.0	Havana .....	67.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Hinson .....	68.0
Sopchappy .....	19.0	S. A. L. Junction .....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga. ....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0

Quincy Branch..

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

**FLORIDA CENTRAL RAILROAD.**

Fanlew .....	0.0	Miccosukee .....	24.0	Hammond, Ga. ....	37.0
Cody .....	7.0	Yarborough .....	26.0	Myrtlewood, Ga. ....	41.0
Destino .....	10.0	Copeland .....	28.0	Beverly, Ga. ....	42.0
Capitola .....	13.0	Stringer .....	29.0	Cherokee, Ga. ....	46.0
Cates .....	16.0	Elmer .....	30.0	Thomasville, Ga. ....	47.0
Wadesboro .....	17.0	Roddenberry, Ga. ....	34.0		

SOUTH GEORGIA RAILWAY.

Perry .....	0.0	Sirmans .....	17.0	Lovett .....	38.0
Boyd .....	6.0	Greenville .....	26.0	Quitman .....	49.0
Lake Bird .....	10.0	Dennett .....	31.0	Adel .....	77.0
Shady Grove .....	12.0	Maysland .....	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville .....	0.0	Fowler .....	2.0	Myrick .....	5.0
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TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa .....	0.0	Nowatney .....	10.4	Loyce .....	33.8
Ybor City .....	1.1	Stemper .....	14.6	Envile Junction .....	39.2
A. C. L. Crossing .....	2.1	Denham .....	18.6	Envile .....	39.7
Garytown .....	2.3	A. C. L. Crossing .....	22.0	Rural .....	43.7
Hardee .....	5.4	Drexel .....	22.1	Wiscon Junction .....	46.7
Flora .....	8.3	Fivay Junction .....	28.5	Brooksville .....	49.7

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Brooksville to Tookes Lake.

Brooksville .....	0.0	Freeman .....	9.0		
Wiscon .....	5.0	Tookes Lake .....	14.0		

GEORGIA & FLORIDA RAILWAY.

Madison .....	0.0	Pinetta .....	11.0	Valdosta, Ga. ....	28.6
Hanson .....	7.8	Olympia, Ga. ....	15.1		

**CHARLOTTE HARBOR AND NORTHERN RAILWAY.**

S. Boca Grande.....	0.0	Liverpool .....	43.4	Ft. Green Springs.....	77.7
Boca Grande.....	2.3	Hull .....	42.6	Ft. Green .....	79.9
Gasparilla .....	5.3	Nocatee .....	47.0	Baird .....	84.2
Placida .....	10.0	Arcadia .....	51.9	Chicora .....	89.1
McCall .....	17.6	Bunker .....	54.7	Bradley Jct. ....	92.7
Southland .....	19.9	Stewarts Switch.....	57.5	Pierce .....	95.6
Charlotte .....	26.5	Kinsey .....	60.4	Pierce Junction .....	96.8
Mars .....	29.0	Limestone .....	61.9	South Mulberry .....	98.9
Platt .....	36.9	Bridges .....	65.1	Mulberry .....	99.4
Boggess .....	38.8	Rector .....	65.8		
Ft. Ogden .....	39.9	Ona .....	69.9		

**PENSACOLA & PERDIDO RAILROAD.**

Pensacola .....	0.0	Millview Junction .....	6.29	Millview .....	7.29
					100

**PENSACOLA, ALABAMA & TENNESSEE RAILROAD.**

Millview Junction .....	0.0	Klondyke .....	6.3	Muscogee .....	15.3
<b>Ocala Northern Railway.</b>					

Ocala .....	0.0	Daisy .....	14.0	Kenwood .....	36.0
Silver Springs .....	6.0	Ft. McCoy .....	19.0	Cummings .....	40.0
Oak Junetion .....	8.0	Bay Lake .....	27.0	Penile .....	48.0
Burbank .....	13.0	Orange Springs .....	31.0	Palatka .....	54.0

TAVARES & GULF.

Tavares .....	0.0	West Apopka .....	15.0	Oakland .....	28.5
Ellsworth Junction .....	3.5	Franklins .....	19.0	Tildenville .....	29.5
Sunbeam .....	7.5	Montverde .....	20.0	Brayton .....	30.5
Astatula .....	8.5	Waits Junction .....	23.0	Winter Garden.....	31.5
Heatons .....	10.5	Bear Gap .....	25.0		
Bear Spring .....	13.0	Killarney .....	26.5		

Waits Junction to Clermont.

Waits Junction .....	0.0	Mohawk .....	2.5	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.0		

MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Rock Creek .....	9.0	Altha .....	15.8
Oak Dale .....	4.9	Sink Creek .....	11.3	Blountstown .....	26.7
Simsville .....	7.5	Cox .....	13.5		

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SANFORD & EVERGLADES RAILROAD.

Sanford .....	0.0	Beck Hammock .....	4.7	Palm Villa .....	8.5
Brisson .....	2.7	Moores .....	5.7	Mecca .....	9.5
Sipes .....	3.2	Cameron City .....	6.7		
Beardall .....	3.7	Crippen .....	7.5		

FLORIDA EAST COAST RAILWAY.  
Jacksonville to Knight's Key Dock.

Jacksonville .....	0.0	Harwood .....	97.6	Melbourne .....	194.2
South Jacksonville .....	1.3	Tomoka .....	101.4	Tillman .....	197.4
Bowden .....	5.0	Ormond Hotels .....	105.5	Malabar .....	199.9
Nesbit .....	9.3	Ormond .....	104.2	Valkaria .....	203.0
Greenland .....	12.8	Holly Hill .....	107.0	Grant .....	205.5
Bayard .....	15.3	Daytona .....	109.8	Micco .....	208.6
Durbin .....	20.6	Blake .....	112.5	Roseland .....	212.4
Woodland .....	24.2	Port Orange .....	114.7	Sebastian .....	214.5
Sampson .....	27.3	Spruce Creek .....	119.3	Wabasso .....	219.3
Magnolia Grove .....	31.4	Turnbull Bay .....	121.3	Quay .....	221.9
Baker Siding .....	34.8	New Smyrna .....	124.6	Gifford .....	225.5
St. Augustine .....	36.7	F'wks Park .....	127.1	Vero .....	227.8
Dean Siding .....	37.1	Hucomer .....	131.0	Oslo .....	231.1
Hurds .....	44.2	Oak Hill .....	136.4	Viking .....	234.6
Elkton .....	47.1	Lyrata .....	143.2	St. Lucie .....	238.9
Armstrong .....	49.0	East Mims .....	150.4	Ft. Pierce .....	241.5
Holy Branch .....	51.1	Titusville .....	154.4	White City .....	246.4
Hastings .....	53.7	Pritchards .....	157.7	Eldred .....	247.2
Orange Mills .....	57.4	Delespine .....	162.6	Ankona .....	249.0
East Palatka .....	61.5	Frontenac .....	165.4	Walton .....	252.4
San Mateo Junction .....	62.8	Sharpes .....	167.7	Eden .....	254.4
Yelvington .....	66.6	City Point .....	169.3	Jensen .....	256.7
Roy .....	68.8	Cocoa .....	173.1	Rio .....	258.8
Dinner Island .....	76.4	Rockledge .....	174.7	Gosling .....	260.5
Neoga .....	80.3	Bonaventure .....	179.4	Stuart .....	261.2
Espanola .....	82.3	Pineda .....	182.7	Salermo .....	266.0
Bunnell .....	86.6	Eau Gallie .....	189.8	Aberdeen .....	266.3
Dupont .....	90.1	Sarno .....	190.7	Fruita .....	268.7

Gomez .....	272.2	Ojus .....	353.4	Homestead .....	393.9
Hobe Sound .....	274.7	Fulford .....	354.7	Woodall Siding .....	401.3
Likely .....	277.8	Arch Creek .....	357.4	Everglade .....	408.3
West Jupiter .....	282.8	Biscayne .....	359.0	Jewfish .....	415.4
Prairie .....	290.5	Little River .....	360.6	Key Largo .....	417.1
Riveria .....	295.3	Lemon City .....	361.8	Rock Harbor .....	424.3
West Palm Beach .....	299.0	Buena Vista .....	363.2	Tavernier .....	430.8
Royal Poinciana .....	300.0	Miami .....	365.6	Plantation .....	434.5
Breakers .....	300.1	Cocoanut Grove .....	370.9	Quarry .....	438.2
Lantana .....	308.3	Larkin .....	373.7	Islamorada .....	439.9
Hypoluxo .....	309.4	Kendal .....	376.4	Indian Key .....	445.3
Boynton .....	312.3	Benson .....	378.6	Midway .....	447.6
Delray .....	316.9	Keys .....	379.0	Cooks Siding .....	450.4
Yamato .....	321.3	Rockdale .....	380.2	Crescent .....	455.0
Boca Ratone .....	324.6	Perrine .....	381.6	Long Key .....	457.2
Deerfield .....	327.0	Peters .....	382.5	Grassy .....	463.9
Pompano .....	331.1	Goulds .....	385.8	Vaca .....	470.8
Colohatchee .....	338.3	Black Point .....	386.7	Marathon .....	474.2
Fort Lauderdale .....	341.2	Princeton .....	387.8	Knights Key Dock .....	476.8
Dania .....	345.9	Naranja .....	389.3	Key West .....	522.0
Hallandale .....	350.6	Modello .....	391.5		

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#### New Smyrna to Orange City Junction.

New Smyrna .....	0.0	Indian Spring .....	9.9	Twin Oaks .....	24.0
Glencoe .....	3.1	Rogers .....	15.4	Orange City .....	25.5
Briggsville .....	7.2	Lake Helen .....	20.5	Orange City Junction	27.4

**FLORIDA EAST COAST RAILWAY—Continued.**

Titusville to Enterprise Junction.

Titusville .....	0.0	Aurantia .....	9.3	Garfield .....	33.6
Lagrange .....	2.1	Maytown .....	16.4	Enterprise .....	36.2
Mims .....	4.3	Cow Creek .....	21.2	Enterprise Junction .....	40.1
Turnbull .....	8.0	Kalamazoo .....	26.8		
Turnbull Junction .....	8.5	Osteen .....	29.3		

South Jacksonville to Mayport.

South Jacksonville .....	0.0	San Pablo .....	13.3	Burnside Beach .....	21.7
St. Nicholas .....	1.4	Pablo Beach .....	16.0	East Mayport .....	22.6
Springs Glen .....	2.8	Caslens .....	17.4	Mayport .....	24.1
Hogan .....	4.7	Atlantic Beach .....	19.0		
Center Park .....	9.4	Manhattan Beach .....	21.3		

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East Palatka to San Mateo.

East Palatka .....	0.0	Howard's Ridge .....	2.5		
San Mateo Junction .....	1.3	San Mateo .....	4.0		

East Palatka to Palatka.

East Palatka .....	0.0	Water Street, Palatka .....	2.0	Palatka Union Station .....	2.6

**TAMPA & GULF COAST RAILWAY.**

Lutz .....	0.0	Keystone Colony .....	13.0	Elfers .....	22.0
Lake Fern .....	8.0	Lake Villa .....	18.0		
Gulf Pine .....	10.0	Tarpon Springs .....	22.0		

**LAKE HANCOCK & CLERMONT RAILROAD.**

Carters .....	0.0	Archbold .....	8.0	Lake Agnes .....	15.0
Lehman .....	5.0	Morse .....	10.0	Nettie .....	24.0

**FELLSMERE RAILROAD.**

Sebastian .....	0.0	River Bridge .....	5.4	Fellsmere .....	9.9
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**FLORIDA, ALABAMA & GULF RAILROAD.**

Galliver .....	0.0	Blackman .....	15.0	Falco, Ala. .....	26.0
Baker .....	6.0	Mountain City .....	20.0		

**OCALA & SOUTHWESTERN RAILROAD.**

Ocala .....	0.0	Ray .....	6.0		
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**TALLAHASSEE & GULF RAILROAD.**

Jacksons Bluff .....	0.0	Oak Grove .....	4.0	Makaskel .....	7.0
Andersons .....	3.0	Valley Pine .....	6.0		

BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Vicksburg .....	34.5
Washington .....	5.0	Greenhead .....	20.5	South Port .....	38.0
Everett .....	8.5	River Side .....	22.0		
Wausau .....	11.0	Lake Meriel .....	30.0		

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**STATISTICS**

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# STATISTICS.

STATEMENT OF EARNINGS AND EXPENSES ON  
INTRASTATE BUSINESS IN THE STATE OF  
FLORIDA FOR THE YEAR ENDING JUNE  
30, 1911, OF SOUTHERN EXPRESS  
COMPANY.

Earnings .....	\$610,678.90
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EXPENSES:

Transportation .....	\$317,553.02
Loss and Damage .....	9,968.48
General Salaries and Expenses..	21,555.94
General Expenses .....	6,364.17
Stationery and Supplies.....	13,152.93
Managers and Superintendents Salaries and Expenses.....	10,770.37
Route Agents Salaries and Ex- penses .....	8,805.24
Messengers Salaries .....	32,757.91
Agents Salaries and Office Ex- penses .....	170,608.49
Agents Commissions on Intra- state Business .....	33,701.60
Property .....	2,098.42
Taxes .....	6,788.96—\$634,125.53
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Loss .....	\$ 23,446.63

STATE OF TENNESSEE }  
COUNTY OF HAMILTON }

Personally appeared before me, a Notary Public, in  
and for said State and County, F. J. Virgin, Auditor of  
Southern Express Company, who makes oath that the  
foregoing statement is true and correct to the best of  
his knowledge and belief.

F. J. VIRGIN, Auditor.

SUBSCRIBED AND SWORN TO BEFORE ME

This 31st day of October, 1911.

MARCUS SCHWARTZ, Notary Public.

**LIST OF TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA.**

NAME OF COMPANY.	MANAGER.	ADDRESS.
The Apalachicola Elec. Light & Tel. Co.	J. P. C. Griggs.....	Apalachicola, Fla.
Apopka Telephone Co.....	H. H. Witherington.....	Apopka, Fla.
Arcadia Elec. Light, Ice & Tel. Co.....	Edd Scott.....	Arcadia, Fla.
Barfield Telephone Line.....	Jonah Barfield.....	Blountstown, Fla.
Bonifay Telephone Co .....	C. A. Prim.....	Bonifay, Fla.
Brevard County Telephone Co.....	A. A. Buck.....	Cocoa, Fla.
Carr Brothers Telephone Line.....	A. S. Carr.....	Hattiesburg, Miss.
Crescent Telephone Co.....	W. A. Wilcox.....	White Springs, Fla.
DeFuniak Springs Telephone Co.....	R. W. Starrs.....	DeFuniak Springs, Fla.
East Florida Telephone Co.....	E. E. Voyle.....	Gainesville, Fla.
Escambia Land & Mfg. Co.....	J. E. Pace.....	Pace, Fla.
Fleece Telephone Co.....	J. Orson Fleece.....	Wildwood, Fla.
Gilbert Telephone Line.....	E. M. Pridgeon.....	Buckhorn, Fla.
Gulf Telephone & Telegraph Co.....	C. E. Sudmall.....	Milton, Fla.
Gulf Telephone Co.....	W. A. Hendry.....	Perry, Fla.
Indian River Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
Kissimmee Telephone Co.....	C. A. Carson.....	Kissimmee, Fla.
Lake County Telephone Co.....	Otto Wettstein, Jr.....	Eustis, Fla.
Lake Butler Telephone Co.....	J. P. Tomlission.....	Lake Butler, Fla.
Lee County Telephone Co.....	G. M. Heitman.....	Fort Myers, Fla.
Leesburg Telephone Co.....	P. M. Buttler.....	Leesburg, Fla.
Live Oak Telephone Co.....	G. A. Lyon.....	Live Oak, Fla.
Mayo Telephone Exchange.....	O. B. Dees.....	Mayo, Fla.
Marianna Telephone Exchange.....	W. H. Milton.....	Marianna, Fla.
Meyrick Telephone Line.....	J. C. Meyrick.....	Punta Gorda, Fla.
Miami Telephone Co.....	C. M. Terrell.....	Miami, Fla.
Mt. Dora Telephone Co.....	M. V. Simpson.....	Mt. Dora, Fla.

New Smyrna Telephone Co.....	J. H. Wheeler.....	New Smyrna, Fla.
Ocala Telephone Co.....	W. S. Bullock.....	Ocala, Fla.
Orlando Telephone Co.....	R. R. Reynolds.....	Orlando, Fla.
Osceola Telephone Co.....	T. M. Murphy.....	Kissimmee, Fla.
Palatka Telephone Co.....	Geo. E. Gay.....	Palatka, Fla.
Peninsular Telephone Co.....	W. G. Broein.....	Tampa, Fla.
Sanford Telephone Co.....	Geo. H. Fernald.....	Sanford, Fla.
Southern Bell Tel. & Tel. Co.....	R. L. Boyd.....	Jacksonville, Fla.
Southern Tel. & Construction Co.....	W. L. Moore.....	Tallahassee, Fla.
Starke Telephone Exchange.....	J. L. Warren.....	Starke, Fla.
Trenton Telephone Association.....	W. E. Bell.....	Trenton, Fla.
Tropical Telephone Co.....	A. L. Shaw.....	Fort Pierce, Fla.
West Coast Telephone Co.....	H. R. Frazee.....	St. Petersburg, Fla.

**TELEGRAPH LINES.**

Western Union Telegraph Co.....	L. J. Maxwell District Supt.....	Jacksonville, Fla.
Postal Telegraph-Cable Co.....	G. W. Ribble, Superintendent.....	Atlanta, Ga.

OFFICIAL NAMES AND LOCATION OF GENERAL OFFICES OF RAILROADS OPERATING IN FLORIDA.

OFFICIAL NAME OF COMPANY.	LOCATION OF GENERAL OFFICES.
Apalachicola Northern Railroad Co.....	Port St. Joe.....Fla.
Atlanta and St. Andrews Bay Railway Co.....	Dothan.....Ala.
Atlantic Coast Line Railroad Co.....	Wilmington.....N. C.
Birmingham, Columbus and St. Andrews Railroad Co.....	Chipley.....Fla.
Charlotte Harbor and Northern Railway Co.....	Boca Grande.....Fla.
Fellsmere Railroad Co.....	Fellsmere.....Fla.
Florida Central Railroad Co.....	Thomasville.....Ga.
Florida, Alabama and Gulf Railroad Co.....	Falco.....Ala.
Florida East Coast Railway Co.....	St. Augustine.....Fla.
Florida Railway Co.....	Live Oak.....Fla.
Georgia, Florida and Alabama Railway Co.....	Bainbridge.....Ga.
Georgia and Florida Railway Co.....	Augusta.....Ga.
Georgia Southern and Florida Railway Co.....	Macon.....Ga.
Greenville Southern Railway Co.....	Ashburn.....Ga.
Jacksonville Terminal Co.....	Jacksonville.....Fla.
Lake Hancock and Clermont Railroad Co.....	Carters.....Fla.
Live Oak, Perry and Gulf Railroad Co.....	Live Oak.....Fla.
Louisville and Nashville Railroad Co.....	Louisville.....Ky.
Madison Southern Railroad Co.....	Madison.....Fla.
Marianna and Blountstown Railroad Co.....	Marianna.....Fla.
Ocala Northern Railroad Co.....	Ocala.....Fla.
Ocala and Southwestern Railroad Co.....	Ocala.....Fla.
Pensacola, Alabama and Tennessee Railroad Co.....	Pensacola.....Fla.
Pensacola and Perdido Railroad Co.....	Pensacola.....Fla.
Seaboard Air Line Railway Co.....	Portsmouth.....Va.
South Georgia Railway Co.....	Quitman.....Ga.
St. Johns River Terminal Co.....	Macon.....Ga.

Sanford and Everglades Railroad Co.	.	Fla.
Standard and Hernando Railroad Co.	.	Fla.
Tampa and Gulf Coast Railway Co.	.	Fla.
Tampa and Jacksonville Railway Co.	.	Fla.
Tampa Northern Railroad Co.	.	Fla.
Tavares and Gulf Railroad Co.	.	Fla.
Woodville Railroad Co.	.	Fla.

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13 R R - C	Sanford	.	Fla.
	Rockwell	.	Fla.
	Tampa	.	Fla.
	Gainesville	.	Fla.
	Tampa	.	Fla.
	Tavares	.	Fla.
	Woodville	.	Fla.

## MILEAGE OF RAILROADS IN FLORIDA JUNE 30, 1911.

RAILROADS REPORTING.	LINE OWNED.						Line Operated Under Track-Rights.	Total Mileage Operated, All Tracks.
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.	Line of Proprietary Companies.	Line Operated Under Lease.		
Apalachicola Northern.....	102.00	.....	7.30	.....	.....	.....	.....	109.30
Atlanta & St. Andrews Bay .....	66.00	.....	2.00	.....	.....	.....	.....	68.00
Atlantic Coast Line.....	877.87	36.58	260.62	584.31	.....	.....	26.51	1,785.89
Charlotte Harbor & Northern.....	89.35	.....	8.83	4.64	.....	.....	.....	102.82
Florida Central.....	33.83	.....	1.24	.....	.....	.....	.....	35.07
Florida East Coast.....	477.60	.....	96.33	105.87	.....	.....	.....	679.80
Florida Railway.....	52.00	.....	2.00	7.00	.....	.....	.....	61.00
Georgia, Florida & Alabama.....	73.07	.....	18.65	11.23	.....	.....	.....	102.95
Georgia & Florida.....	13.60	.....	1.11	.....	.....	.....	.....	14.71
Georgia Southern & Florida.....	152.36	.....	20.78	.....	.....	.....	3.39	176.53
Greenville Southern.....	5.00	.....	.....	.....	.....	.....	.....	5.00
Jacksonville Terminal.....	5.71	.....	21.35	.....	.....	.....	.....	27.06
Live Oak, Perry & Gulf.....	62.85	.....	2.92	18.15	.....	.....	.....	83.92
Louisville & Nashville.....	216.74	2.32	53.23	28.70	.....	.....	3.05	304.04
Madison Southern.....	6.70	.....	.....	.....	.....	.....	.....	6.70
Marianna & Blountstown.....	28.56	.....	.90	.....	.....	.....	.....	29.55
Ocala Northern.....	12.87	.....	.....	.....	.....	2.00	4.00	18.87
Ocala and Southwestern.....	6.00	.....	.....	.....	.....	.....	17.00	23.00
Pensacola, Alabama & Tennessee.....	15.30	.....	.75	.....	.....	.....	.....	16.05
Pensacola & Perdido.....	8.00	.....	2.15	.....	.....	.....	.....	10.15
Seaboard Air Line.....	918.47	.....	186.67	22.57	.....	.....	1.46	1,129.17
South Georgia.....	12.41	.....	1.50	.....	26.00	.....	.....	39.91

St. Johns River Terminal.....	11.28	.....	19.46	.....	.....	.....	.....	.....	1.25	30.74
Sanford & Everglades.....	10.00	.....	.70	.....	.....	.....	.....	.....	11.95	
Standard & Hernando.....	26.80	.....	9.90	7.10	.....	.....	.....	.....	.....	43.80
Tampa & Gulf Coast.....	21.50	.....	1.00	.....	.....	.....	.....	.....	.....	22.50
Tampa & Jacksonville.....	48.00	.....	2.00	.....	.....	.....	.....	.....	.....	50.00
Tampa Northern .....	45.95	.....	10.70	.....	.....	12.30	.....	1.87	.....	70.82
Tavares & Gulf.....	31.64	.....	1.38	.....	.....	.....	.....	3.39	.....	36.41
Woodville Railroad .....	10.00	.....	.....	.....	.....	.....	.....	.....	.....	10.00
Total .....	3,441.46	38.90	733.56	789.57	.....	40.30	1.46	60.46	5,105.71	

OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1911.

RAILROADS REPORTING.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern .....	\$ 109,088.10	\$ 58,720.54	\$ 300.49	\$ .....	\$ 3,696.54
*Atlanta & St. Andrews Bay.....	84,719.04	86,284.64	467.10	.....	3,497.72
Atlantic Coast Line.....	4,773,325.06	2,172,049.95	24,062.43	.....	157,579.26
Charlotte Harbor & Northern.....	116,457.80	23,843.74	30.22	.....	3,066.70
Florida Central .....	19,425.08	3,641.01	12.39	.....	860.43
Florida East Coast.....	2,150,048.31	1,465,230.91	10,500.66	.....	97,846.69
Florida Railway .....	26,188.58	18,175.45	.....	.....	2,190.05
Georgia, Florida & Alabama.....	124,663.42	67,425.25	682.71	.....	6,958.94
*Georgia & Florida.....	17,250.52	10,609.24	72.86	2.13	421.16
Georgia Southern & Florida.....	267,618.23	145,098.02	1,241.70	.....	15,533.91
Greenville Southern .....	7,960.46	.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	77,784.58	17,948.21	11.70	.....	2,718.04
Louisville & Nashville.....	1,083,679.64	506,849.08	8,420.71	2,858.75	24,940.81
Madison Southern.....	No Report	.....	.....	.....	.....
Marianna & Blountstown.....	19,219.65	11,151.63	187.95	.....	1,062.69
Ocala Northern.....	60,261.18	15,996.61	.....	.....	627.19
Ocala and Southwestern.....	26,275.12	.....	.....	.....	.....
Pensacola, Alabama & Tennessee.....	16,968.57	338.85	.....	.....	.....
Pensacola & Perdido.....	25,191.09	1,966.15	.....	.....	370.21
Seaboard Air Line.....	3,227,651.05	1,455,543.11	15,187.50	7,231.70	76,907.34
South Georgia .....	39,756.78	31,535.64	152.76	.....	2,169.60
St. Johns River Terminal.....	.....	.....	.....	.....	.....
Sanford & Everglades.....	14,903.89	.....	.....	.....	.....
Standard & Hernando.....	100,221.20	1,995.15	.....	.....	483.33
Tampa and Gulf Coast.....	23,155.80	12,162.40	.....	.....	.....
Tampa & Jacksonville.....	79,991.68	7,203.48	19.23	.....	830.74
Tampa Northern .....	99,134.26	31,591.30	47.28	.....	2,078.08
Tavares & Gulf .....	22,031.51	1,387.87	.....	.....	1,165.64
Woodville Railroad.....	495.00	.....	.....	.....	.....
Total .....	\$ 12,613,465.60	\$ 6,146,743.23	\$ 61,397.69	\$ 10,092.58	\$ 405,005.07

\*Entire Line.

## OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1911.—Continued.

RAILROADS REPORTING.	Express Revenue	Other Passenger Train Revenue	Switching, Special Train Service and Miscellaneous Revenue	Revenue from Operations Other than Transportation	Total Operating Revenue
Apalachicola Northern.....	\$ 4,553.79	\$.....	\$ 1,073.32	\$ 6,570.23	\$ 184,003.01
*Atlanta & St. Andrews Bay.....	3,600.00	.....	32.50	1,204.40	179,805.40
Atlantic Coast Line.....	326,777.00	2,194.33	57,605.46	87,116.80	7,600,710.29
Charlotte Harbor & Northern.....	1,907.23	.....	2,637.50	901.73	148,844.92
Florida Central .....	.....	.....	99.00	206.52	24,244.43
Florida East Coast.....	315,327.76	13,918.60	57,058.70	73,453.17	4,183,384.80
Florida Railway .....	1,588.60	.....	113.00	3,872.96	52,128.64
Georgia, Florida & Alabama.....	5,815.60	66.66	2,857.37	2,948.34	211,418.29
*Georgia & Florida.....	270.69	.....	263.17	294.58	29,184.35
Georgia Southern & Florida.....	25,546.31	197.68	983.00	37,004.54	493,218.39
Greenville Southern .....	.....	.....	.....	.....	7,960.46
Jacksonville Terminal Co.....	.....	.....	.....	14,523.62	14,523.62
Live Oak, Perry & Gulf.....	481.00	.....	125.51	3,655.25	102,724.29
Louisville & Nashville.....	52,188.89	264.53	11,618.73	44,413.85	1,735,234.99
Madison Southern.....	.....	.....	.....	.....	.....
Marianna & Blountstown.....	.....	.....	2,200.00	.....	33,821.92
Ocala Northern.....	293.16	.....	.....	.....	77,178.14
Ocala and Southwestern.....	.....	.....	.....	.....	26,275.12
Pensacola, Alabama & Tennessee.....	.....	.....	.....	.....	17,307.42
Pensacola & Perdido.....	.....	.....	.....	2,537.62	30,065.07
Seaboard Air Line.....	162,033.78	2,883.94	72,695.70	418,466.95	5,438,601.07
South Georgia .....	1,548.86	.....	571.50	5,036.33	80,771.47
St. Johns River Terminal.....	.....	.....	.....	.....	.....
Sanford & Everglades.....	.....	.....	.....	450.69	15,354.58
Standard & Hernando.....	.....	.....	.....	.....	102,699.68
Tampa and Gulf Coast.....	.....	.....	288.23	.....	35,606.43
Tampa & Jacksonville.....	5,468.82	.....	825.00	329.61	94,668.56
Tampa Northern .....	592.07	.....	901.00	9,506.89	148,850.88
Tavares & Gulf .....	487.12	.....	.....	.....	25,072.14
Woodville Railroad.....	.....	.....	.....	495.00	.....
<b>Total .....</b>	<b>908,480.68</b>	<b>19,525.74</b>	<b>211,948.69</b>	<b>712,494.08</b>	<b>21,089,153.36</b>

\*Entire Line.

## OPERATING EXPENSES OF RAILROADS IN FLORIDA FOR THE YEAR ENDING JUNE 30, 1911.

RAILROADS REPORTING.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses
Apalachicola Northern .....	\$ 43,877.15	\$ 21,512.26	\$ 3,245.53	\$ 50,325.35
*Atlanta & St. Andrews Bay.....	34,733.96	19,827.83	3,056.56	41,325.60
Atlantic Coast Line.....	942,568.81	1,101,258.42	129,302.39	2,537,796.87
Charlotte Harbor & Northern.....	70,400.95	18,177.48	5,595.59	50,365.39
Florida Central .....	7,979.42	2,178.29	2,002.23	7,461.01
Florida East Coast .....	514,242.94	579,329.22	76,721.47	1,327,412.91
Florida Railway .....	13,092.98	6,135.67	1,835.77	18,814.36
*Georgia, Florida & Alabama.....	32,214.73	34,294.30	7,236.79	74,658.06
*Georgia & Florida.....	3,515.56	3,954.18	1,270.90	12,512.80
Georgia Southern & Florida.....	74,782.80	127,098.87	21,166.58	287,606.89
Greenville Southern .....	970.00	460.00	.....	3,228.00
Jacksonville Terminal Co.....	38,656.73	24,572.15	.....	89,485.52
Live Oak, Perry & Gulf.....	26,208.49	23,841.53	2,044.90	28,223.17
Louisville & Nashville.....	501,312.74	226,312.31	36,551.84	535,740.27
Madison Southern.....	No Report	.....	.....	.....
Marianna & Blountstown.....	6,806.63	2,449.93	48.00	9,295.06
Ocala Northern.....	6,173.46	1,346.24	1,827.66	5,272.61
Ocala and Southwestern.....	4,162.68	744.07	1,244.58	5,321.83
Pensacola, Alabama & Tennessee.....	2,818.11	610.19	.....	4,414.85
Pensacola & Perdido.....	4,164.42	1,459.36	.....	4,619.76
Seaboard Air Line.....	755,933.58	882,602.58	218,025.33	1,746,635.56
South Georgia .....	16,138.57	10,762.98	1,634.29	26,521.24
St. Johns River Terminal.....	25,183.19	12,377.89	.....	100,516.12
Sanford & Everglades.....	833.66	320.31	15.30	7,291.13
Standard & Hernando.....	23,609.14	19,081.10	.....	34,621.55
Tampa and Gulf Coast.....	7,833.12	1,223.00	1,277.75	10,246.36
Tampa & Jacksonville.....	17,334.52	8,813.11	1,279.36	28,000.53
Tampa Northern .....	29,068.72	20,763.66	2,195.73	37,843.59
Tavares & Gulf.....	10,663.65	1,160.73	360.00	10,248.57
Woodville Railroad.....	25.00	.....	.....	66.60
Total .....	\$3,215,305.71	\$3,152,667.66	\$ 517,938.55	\$7,095,871.56

## OPERATING EXPENSES OF RAILROADS IN FLORIDA FOR THE YEAR ENDING JUNE 30, 1911.—Continued.

RAILROADS REPORTING.	General Expenses	Total Operating Expenses	Ratio of Operating Expenses to Gross Earnings
Apalachicola Northern .....	\$ 12,494.92	\$ 131,455.21	71.44
*Atlanta & St. Andrews Bay .....	12,934.21	111,878.16	62.22
Atlantic Coast Line .....	202,662.54	4,913,589.03	64.64
Charlotte Harbor & Northern .....	20,350.52	164,889.93	110.78
Florida Central .....	2,377.09	21,998.04	90.73
Florida East Coast .....	106,003.65	2,603,710.19	62.24
Florida Railway .....	5,585.71	45,464.49	87.21
*Georgia, Florida & Alabama .....	24,427.36	172,831.24	81.71
*Georgia & Florida .....	2,391.61	23,645.05	81.02
Georgia Southern & Florida .....	29,616.83	540,271.97	109.54
Greenville Southern .....	1,815.71	6,473.71	81.32
Jacksonville Terminal Co. ....	13,767.12	166,481.52	.....
Live Oak, Perry & Gulf .....	6,578.12	86,896.21	84.59
Louisville & Nashville .....	40,435.64	1,340,352.80	77.24
Madison Southern .....	.....	.....	.....
Marianna & Blountstown .....	3,631.99	22,231.61	65.73
Ocala Northern .....	1,143.70	15,763.67	20.42
Ocala and Southwestern .....	6,183.20	17,656.36	67.15
Pensacola, Alabama & Tennessee .....	2,551.02	10,394.17	60.05
Pensacola & Perdido .....	2,505.02	12,748.56	42.40
Seaboard Air Line .....	184,736.91	3,787,933.96	69.65
South Georgia .....	5,417.93	60,475.01	.....
St. Johns River Terminal .....	3,381.26	141,458.46	.....
Sanford & Everglades .....	303.50	8,763.90	57.08
Standard & Hernando .....	2,556.33	79,868.12	77.77
Tampa and Gulf Coast .....	6,114.21	26,694.44	.....
Tampa & Jacksonville .....	4,021.46	59,448.98	62.78
Tampa Northern .....	11,032.42	100,904.12	70.15
Tavares & Gulf .....	3,511.55	25,944.50	103.48
Woodville Railroad .....	300.00	391.60	.....
Total .....	\$ 718,831.53	\$ 14,700,615.01	.....

## CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1911.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding.	Assignment.		
			To Railways.	To Other Properties.	Am't per Mile of Line
Apalachicola Northern .....	102.00	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 17,647.00
Atlanta & St. Andrews Bay.....	85.00	300,000	300,000	.....	3,529.00
Atlantic Coast Line.....	4,382.47	58,162,900	58,162,900	.....	13,272.00
Charlotte Harbor & Northern.....	112.60	2,000,000	2,000,000	.....	17,761.00
Florida Central .....	47.10	50,000	50,000	.....	1,061.00
Florida East Coast.....	583.47	5,000,000	5,000,000	.....	8,569.00
Florida Railway .....	58.30	1,166,000	1,166,000	.....	20,000.00
Georgia Florida & Alabama.....	192.13	450,000	450,000	.....	2,342.00
Georgia & Florida.....	322.60	8,750,000	8,750,000	.....	27,123.00
Georgia Southern & Florida.....	391.61	3,768,000	3,768,000	.....	9,622.00
Greenville Southern .....	5.00	10,800	10,800	.....	2,160.00
Jacksonville Terminal .....	.....	200,000	200,000	.....	.....
Live Oak, Perry & Gulf.....	81.00	600,000	600,000	.....	7,407.00
Louisville & Nashville.....	4,334.23	60,000,000	60,000,000	.....	13,843.00
Madison Southern.....	No Report	.....	.....	.....	.....
Marianna & Blountstown.....	29.55	120,000	120,000	.....	4,061.00
Ocala Northern.....	12.87	150,000	150,000	.....	11,655.00
Ocala and Southwestern.....	6.00	25,000	25,000	.....	4,165.00
Pensacola, Alabama & Tennessee.....	.....	100,000	100,000	.....	6,536.00
Pensacola & Perdido .....	10.15	125,000	125,000	.....	12,315.00
Seaboard Air Line.....	2,980.59	62,515,000	62,515,000	.....	20,974.00
South Georgia .....	51.00	58,000	58,000	.....	1,137.00
St. Johns River Terminal.....	30.74	100,000	100,000	.....	.....
Sanford & Everglades.....	10.00	50,000	50,000	.....	5,000.00
Standard & Hernando.....	33.90	300,000	300,000	.....	8,849.00
Tampa and Gulf Coast.....	21.50	153,700	153,700	.....	7,148.00
Tampa & Jacksonville.....	48.00	580,900	580,900	.....	12,101.00
Tampa Northern .....	45.95	750,000	750,000	.....	16,322.00
Tavares & Gulf.....	31.64	250,000	250,000	.....	7,901.00
Woodville Railroad.....	10.00	100,000	100,000	.....	10,000.00

## CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1911.—Continued.

RAILROADS REPORTING.	FUNDED DEBT.				Total Amount Outstandi'g	Total Amount Per Mile for Road Owned		
	Total Par Value Outstandi'g	Assignment.						
		To Railways.	To Other Properties.	Am't per Mile of Line				
Apalachicola Northern .....	\$ 2,000,000	\$ 1,200,000	\$ 800,000	\$ 11,765.00	\$ 5,000,000	\$ 29,412.00		
Atlanta & St. Andrews Bay .....	850,000	850,000	.....	10,000.00	1,150,000	13,529.00		
Atlantic Coast Line .....	144,423,870	144,423,870	.....	32,955.00	202,586,770	46,227.00		
Charlotte Harbor & Northern .....	.....	.....	.....	.....	2,000,000	17,761.00		
Florida Central .....	500,000	500,000	.....	10,615.00	550,000	11,676.00		
Florida East Coast .....	30,000,000	30,000,000	.....	51,417.00	35,000,000	59,986.00		
Florida Railway .....	1,133,000	1,133,000	.....	20,000.00	2,299,000	40,000.00		
Georgia Florida & Alabama .....	1,742,000	1,742,000	.....	9,067.00	2,192,000	11,409.00		
Georgia & Florida .....	6,515,366	6,515,366	.....	20,196.00	15,265,366	47,319.00		
Georgia Southern & Florida .....	6,999,000	6,999,000	.....	17,872.00	10,767,000	27,494.00		
Greenville Southern .....	.....	.....	.....	.....	10,800	2,160.00		
Jacksonville Terminal .....	500,000	500,000	.....	.....	700,000	.....		
Live Oak, Perry & Gulf .....	422,138	422,138	.....	5,211.00	1,022,138	12,618.00		
Louisville & Nashville .....	155,339,757	155,339,757	.....	35,840.00	215,339,757	49,683.00		
Madison Southern .....	.....	.....	.....	.....	.....	.....		
Marianna & Blountstown .....	200,000	200,000	.....	6,768.00	320,000	10,829.00		
Ocala Northern .....	.....	.....	.....	.....	150,000	11,655.00		
Ocala and Southwestern .....	.....	.....	.....	.....	25,000	4,165.00		
Pensacola, Alabama & Tennessee .....	100,000	100,000	.....	6,536.00	200,000	13,072.00		
Pensacola & Perdido .....	300,000	300,000	.....	29,556.00	425,000	41,871.00		
Seaboard Air Line .....	133,214,790	133,214,790	.....	44,661.00	195,730,790	65,635.00		
South Georgia .....	204,000	204,000	.....	4,000.00	262,000	5,137.00		
St. Johns River Terminal .....	1,200,000	1,200,000	.....	.....	1,300,000	.....		
Sanford & Everglades .....	100,000	100,000	.....	10,000.00	150,000	15,000.00		
Standard & Hernando .....	.....	.....	.....	.....	300,000	8,849.00		
Tampa and Gulf Coast .....	32,000	32,000	.....	1,488.00	153,700	8,636.00		
Tampa & Jacksonville .....	560,000	560,000	.....	11,666.00	1,140,900	23,768.00		
Tampa Northern .....	1,182,000	1,182,000	.....	25,723.00	1,932,000	42,045.00		
Tavares and Gulf .....	299,000	299,000	.....	9,450.00	549,000	17,351.00		
Woodville Railroad .....	.....	.....	.....	.....	100,000	10,000.00		

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907  
TO JUNE 30, 1911

RAILROADS REPORTING.	EXPENDITURES FOR ROAD.			
	New Lines or Extensions for Year Ending June 30, 1911.	Additions and Betterments for Year Ending June 30, 1911.	Total Expenditures, July 1, '07, to June 30, 1910.	Total Expenditures, July 1, '07, to June 30, 1911
Apalachicola Northern .....	\$.....	\$ 1,414.12	\$.....	\$.....
*Atlanta & St. Andrews Bay .....		15,555.52	927,206.78	942,762.30
Atlantic Coast Line.....	521,727.59	2,454,281.27	4,966,118.95	7,942,127.81
Charlotte Harbor & Northern .....	147,488.48	.....	590,519.56	738,008.04
Florida Central.....	.....	166.61	540,482.30	540,648.91
Florida East Coast.....	.....	430,638.29	14,249,869.74	14,680,508.03
Florida Railway .....	842,715.03	.....	5,401.46	848,116.49
Georgia, Florida & Alabama .....	55,685.78	25,296.99	503,893.54	584,876.31
Georgia & Florida .....	964,534.71	53,434.99	13,460,850.88	14,478,820.58
Georgia Southern & Florida .....	.....	172,180.74	193,053.64	365,234.38
Greenville Southern.....	.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	3,794.60	96,905.54	100,700.14
Live Oak, Perry & Gulf.....	.....	1,879.94	37,587.24	39,467.18
Louisville & Nashville.....	246,546.18	2,009,240.29	8,599,276.54	10,855,063.01
Madison Southern.....	No Report	.....	.....	.....
Marianna & Blountstown.....	2,914.88	.....	145,910.31	148,825.19
Ocala Northern.....	.....	.....	.....	.....
Ocala and Southwestern.....	.....	.....	32,773.39	32,773.39
Pensacola, Alabama & Tennessee .....	.....	.....	.....	.....
Pensacola & Perdido.....	.....	.....	.....	.....
Seaboard Air Line.....	374,686.69	1,245,614.73	20,071,703.86	21,692,005.28
South Georgia.....	.....	9,829.89	7,546.65	17,376.54
St. Johns River Terminal.....	.....	.....	.....	30,239.44
Sanford & Everglades .....	22,932.85	.....	42,685.26	65,618.11
Standard and Hernando.....	.....	.....	.....	125,774.39
Tampa and Gulf Coast.....	.....	.....	.....	.....
Tampa & Jacksonville .....	50,280.50	3,529.17	70,911.84	124,721.51
Tampa Northern .....	4,794.74	.....	1,597,592.52	1,602,387.26
Tavares & Gulf .....	.....	.....	.....	.....
Woodville Railroad.....	.....	.....	.....	.....

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907  
TO JUNE 30, 1911.—Continued.

RAILROADS REPORTING.	Expenditures for Equipment July 1, 1907, to June 30, 1911.	General Expenditures, July 1, 1907, to June 30, 1911.	Total Expenditures, July 1, 1907, to June 30, 1911.
Apalachicola Northern .....	\$ 10,279.00	\$.....	\$ 11,693.12
*Atlanta & St. Andrews Bay .....	161,327.17	207,199.65	1,311,289.12
Atlantic Coast Line.....	3,709,330.40	259,931.50	11,911,389.75
Charlotte Harbor & Northern.....	327,241.84	51,976.02	1,117,225.90
Florida Central.....	22,946.32	59,066.00	622,661.23
Florida East Coast.....	69,478.60	1,961,552.99	16,711,539.62
Florida Railway .....	2,206.68	1,438.29	851,761.46
Georgia, Florida & Alabama.....	15,193.93	23,855.44	623,925.68
Georgia & Florida.....	757,947.20	.....	15,236,767.78
Georgia Southern & Florida.....	1,275,116.91	12,531.01	1,652,882.30
Greenville Southern.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	.....	100,700.14
Live Oak, Perry & Gulf.....	34,460.73	.....	73,927.91
Louisville & Nashville.....	6,088,612.82	25,362.94	16,969,038.77
Madison Southern.....	.....	.....	.....
Marianna & Blountstown.....	16,303.80	3,245.53	168,374.52
Ocala Northern.....	.....	.....	.....
Ocala and Southwestern.....	6,881.82	10.82	39,666.03
Pensacola, Alabama & Tennessee.....	3,883.43	.....	3,883.43
Pensacola & Perdido.....	5,723.19	.....	5,723.19
Seaboard Air Line.....	5,305,303.63	28,876.66	27,026,185.57
South Georgia.....	35,259.98	.....	52,636.52
St. Johns River Terminal.....	34,833.13	9,000.00	74,072.57
Sanford & Everglades.....	2,971.27	3,260.62	71,850.00
Standard and Hernando.....	40,771.51	.....	166,545.90
Tampa and Gulf Coast.....	.....	.....	.....
Tampa & Jacksonville .....	21,589.41	351,542.00	497,852.92
Tampa Northern .....	311,425.18	184,755.29	2,098,567.73
Tavares & Gulf .....	.....	.....	21,299.41
Woodville Railroad.....	.....	.....	.....

## TOTAL INVESTMENT OF RAILROADS OPERATING IN FLORIDA.

RAILROADS REPORTING.	Investment to June 30, 1907.		Investment. July 1, 1907, to June 30, 1911	Total.
	Road.	Equipment.		
Apalachicola Northern .....	\$.....	\$.....	\$.....	\$ 4,976,655.92
*Atlanta & St. Andrews Bay .....				
*Atlantic Coast Line .....	119,477,049.75	26,729,532.72	11,911,389.71	158,117,972.18
Charlotte Harbor & Northern .....	2,517,980.97	53,157.92	1,117,225.90	3,688,364.79
Florida Central .....			451,923.20	451,923.20
Florida East Coast .....	12,590,201.21	2,627,001.09	16,711,539.62	31,928,741.92
Florida Railway .....	364,603.12	32,180.08	851,761.46	1,248,544.66
*Georgia, Florida & Alabama .....	1,508,125.83	346,530.97	623,925.68	2,478,582.48
*Georgia & Florida .....				15,236,767.78
Georgia Southern & Florida .....	3,432,414.04	546,412.51	532,728.60	4,511,555.15
Greenville Southern .....	11,000.00	4,000.00		15,000.00
Jacksonville Terminal Co. ....	538,869.21	25,212.70	100,700.14	664,782.05
Live Oak, Perry & Gulf .....	1,085,256.76	63,671.63	73,927.91	1,222,856.30
*Louisville & Nashville .....	139,471,342.11	36,072,004.83	16,969,038.77	192,512,385.71
Madison Southern .....	No Report			
Marianna & Blountstown .....			168,374.52	168,374.52
Ocala Northern .....				
Ocala and Southwestern .....			39,666.03	39,666.03
Pensacola, Alabama & Tennessee .....				
Pensacola & Perdido .....				
*Seaboard Air Line .....	113,979,096.41	12,213,660.89	27,026,185.57	153,218,942.87
South Georgia .....	303,257.21	60,571.32	52,636.52	416,465.05
St. Johns River Terminal .....	1,187,137.91	10,000.00	74,072.57	1,271,210.48
Sanford & Everglades .....			71,850.00	71,850.00
Standard & Hernando .....	133,725.40	154,452.04	166,545.90	454,723.34
Tampa and Gulf Coast .....			189,757.57	189,757.57
Tampa and Jacksonville .....	533,891.02	48,046.63	497,852.92	1,079,790.57
Tampa Northern .....			2,008,567.73	2,098,567.73
Tavares & Gulf .....				571,478.31
Woodville Railroad .....				

\*Entire Line.

## TOTAL INVESTMENT OF RAILROADS OPERATING IN FLORIDA.—Continued.

RAILROADS REPORTING.	Reserve for Accrued Depreciation.	Net Total.	Cost per Mile of Line.
Apalachicola Northern .....	\$ 2,453.61	\$ 4,974,202.31	\$.....
*Atlanta & St. Andrews Bay .....	7,224,516.88	150,893,455.30	34,431.14
*Atlantic Coast Line.....	.....	3,688,364.79	35,040.52
Charlotte Harbor & Northern .....	878.77	451,044.43	13,332.96
Florida Central .....	367,946.24	31,560,795.68	54,091.54
Florida East Coast.....	1,294.34	1,247,250.32	7,746.89
Florida Railway .....	97,348.02	2,381,234.46	12,393.87
*Georgia, Florida & Alabama .....	56,413.39	15,180,354.39	46,932.28
*Georgia & Florida .....	270,660.61	4,240,894.54	27,834.70
Georgia Southern & Florida .....	.....	15,000.00	3,000.00
Greenville Southern.....	6,068.33	658,713.72	.....
Jacksonville Terminal Co.....	.....	1,222,856.30	15,096.99
Live Oak, Perry & Gulf.....	18,869,463.53	173,642,922.18	42,604.55
*Louisville & Nashville.....	.....	.....	.....
Madison Southern.....	845.28	167,529.24	5,669.35
Marianna & Blountstown.....	.....	39,666.03	6,611.00
Ocala Northern .....	.....	.....	8,000.00
Ocala and Southwestern.....	.....	.....	15,000.00
Pensacola, Alabama & Tennessee .....	1,072,210.90	152,146,731.97	51,045.85
Pensacola & Perdido.....	18,000.00	398,465.05	7,813.04
*Seaboard Air Line.....	2,158.73	1,269,051.75	.....
South Georgia .....	59,120.35	71,850.00	7,185.00
St. Johns River Terminal.....	135.75	395,602.99	11,669.40
Sanford & Everglades.....	7,169.37	189,621.82	8,819.62
Standard & Hernando.....	23,286.94	1,072,621.20	22,350.44
Tampa and Gulf Coast.....	.....	2,075,280.79	45,163.80
Tampa and Jacksonville.....	.....	571,478.31	18,061.89
Tampa Northern .....	.....	.....	.....
Tavares & Gulf.....	.....	.....	.....
Woodville Railroad.....	.....	.....	.....
Entire Line.	.....	.....	.....

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COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1910, AND JUNE 30, 1911.

RAILROADS REPORTING.	OPERATING REVENUE.			
	Year Ending June 30, 1910.	Year Ending June 30, 1911.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern .....	\$ 135,916.25	\$ 184,003.01	\$ 48,086.76	\$.....
Atlanta & St. Andrews Bay .....	154,697.85	179,805.40	25,107.55	.....
Atlantic Coast Line.....	7,238,976.25	7,600,710.29	361,734.04	.....
Charlotte Harbor & Northern.....	41,239.92	148,844.92	107,605.00	.....
Florida Central .....	33,102.63	24,244.43	.....	8,858.20
Florida East Coast.....	3,687,434.30	4,183,384.80	495,950.50	.....
Florida Railway .....	41,445.51	52,128.64	10,683.13	.....
Georgia, Florida & Alabama.....	417,756.58	487,134.25	69,377.67	.....
*Georgia & Florida.....	521,238.88	704,936.10	183,697.22	.....
Georgia Southern & Florida.....	472,395.84	493,218.39	20,822.55	.....
Greenville Southern.....	12,644.62	7,960.46	.....	4,684.16
Jacksonville Terminal Co.....	.....	14,523.62	.....	.....
Live Oak, Perry & Gulf.....	115,630.07	102,724.29	.....	12,905.78
Louisville & Nashville.....	1,658,071.86	1,735,234.99	77,163.13	.....
Madison Southern.....	No Report	.....	.....	.....
Marianna and Blountstown.....	2,202.99	33,821.91	31,618.92	.....
Ocala Northern.....	.....	77,178.14	.....	.....
Ocala and Southwestern.....	.....	26,275.12	.....	.....
Pensacola, Alabama & Tennessee.....	21,688.48	17,307.42	.....	4,381.06
Pensacola & Perdido.....	37,782.12	30,065.07	.....	7,717.05
Seaboard Air Line.....	4,515,657.06	5,438,601.07	922,944.01	.....
South Georgia .....	74,966.90	80,771.47	5,804.57	.....
St. Johns River Terminal.....	.....	.....	.....	.....
Sanford and Everglades.....	15,643.11	15,354.58	.....	288.53
Standard & Hernando.....	102,896.26	102,699.68	.....	196.58
Tampa and Gulf Coast.....	11,788.48	35,606.43	23,817.95	.....
Tampa & Jacksonville.....	77,543.54	94,668.56	17,125.02	.....
Tampa Northern .....	156,101.86	143,850.88	.....	12,250.98
Tavares & Gulf.....	28,170.75	25,072.14	.....	3,098.61
Woodville Railroad.....	.....	.....	.....	.....

Entire Line.

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1910, AND JUNE 30, 1911.—Continued.

RAILROADS REPORTING.	OPERATING EXPENSES.			
	Year Ending June 30, 1910.	Year Ending June 30, 1911.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern . . . . .	\$ 100,177.02	\$ 131,455.21	\$ 31,278.19	.....
Atlanta & St. Andrews Bay . . . . .	96,909.32	111,878.16	14,968.84	.....
Atlantic Coast Line . . . . .	4,520,941.67	4,913,589.03	392,647.36	.....
Charlotte Harbor & Northern . . . . .	83,761.38	164,889.93	81,128.55	.....
Florida Central . . . . .	20,092.52	21,998.04	1,905.52	.....
Florida East Coast . . . . .	2,205,812.87	2,603,710.19	397,897.32	.....
Florida Railway . . . . .	38,016.03	45,464.49	7,448.46	.....
*Georgia, Florida & Alabama . . . . .	340,530.67	398,010.42	57,479.75	.....
*Georgia & Florida . . . . .	407,850.93	571,136.74	163,285.81	.....
Georgia Southern & Florida . . . . .	518,709.67	540,271.97	21,562.30	.....
Greenville Southern . . . . .	9,995.42	6,473.71	.....	3,521.71
Jacksonville Terminal Co . . . . .		166,481.52	.....	.....
Live Oak, Perry & Gulf . . . . .	76,492.54	86,896.21	10,403.67	.....
Louisville & Nashville . . . . .	1,410,577.80	1,340,352.80	.....	70,225.00
Madison Southern . . . . .		.....	.....	.....
Marianna and Blountstown . . . . .	2,208.95	22,231.61	20,022.66	.....
Ocala Northern . . . . .		15,763.67	.....	.....
Ocala and Southwestern . . . . .		17,656.36	.....	.....
Pensacola, Alabama & Tennessee . . . . .	12,446.16	10,394.17	.....	2,051.99
Pensacola & Perdido . . . . .	14,574.95	12,748.56	.....	1,826.39
Seaboard Air Line . . . . .	3,180,708.90	3,787,933.96	607,225.06	.....
South Georgia . . . . .	62,557.29	60,475.01	.....	2,082.28
St. Johns River Terminal . . . . .	134,604.33	141,458.46	6,854.13	.....
Sanford and Everglades . . . . .	14,809.37	8,763.90	.....	6,045.47
Standard & Hernando . . . . .	93,012.81	79,868.12	.....	13,144.69
Tampa and Gulf Coast . . . . .	9,714.57	26,694.44	16,979.87	.....
Tampa & Jacksonville . . . . .	51,865.00	57,448.98	5,583.98	.....
Tampa Northern . . . . .	92,422.59	100,904.12	8,481.53	.....
Tavares & Gulf . . . . .	23,634.75	25,944.50	2,309.75	.....
Woodville Railroad . . . . .		.....	.....	.....

\*Entire Line.

# ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1911.

NAME OF COMPANY.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.																		Accidents from Other Causes than Movements of Trains, Locomotives or Cars.						Total.								
	Railway Employees.												Other Persons.																				
	Trainmen.		Switch Tenders, Crossing Tenders, Watchmen.		Station- men.		Shopmen.		Trackmen.		Telegraph Employees		Other Employees		Total.		Passengers		Postal Clerks, Express Mes- sengers, Pull- man Employ- ees, Etc.		Tresspass- ing.		Not Tresspass- ing		Total.		Employees		Others.		Total.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Apalachicola Northern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Atlanta & St. Andrews Bay .....	7	136	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Atlantic Coast Line .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Charlotte Harbor & Northern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Florida Central .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Florida East Coast .....	2	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Florida Railway .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Georgia, Florida & Alabama .....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Georgia & Florida .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Georgia Southern & Florida .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Greenville Southern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Jacksonville Terminal Company .....	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Live Oak, Perry & Gulf .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Louisville & Nashville .....	..	1	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
*Madison Southern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Marianna and Blountstown .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Ocala Northern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Ocala and Southwestern .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Pensacola, Alabama and Tennessee .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Pensacola and Perdido .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Seaboard Air Line .....	3	143	1	2	..	2	..	4	..	16	..	..	..	2	4	169	1	40	..	4	4	17	3	13	7	30	..	165	..	165			
South Georgia .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
St. Johns River Terminal .....	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Sanford and Everglades .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Standard and Hernando .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Tampa and Gulf Coast .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Tampa and Jacksonville .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Tampa Northern .....	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Tavares and Gulf .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Woodville Railroad .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
Total .....	13	331	2	2	..	3	..	4	..	18	..	1	2	17	17	376	5	71	..	11	30	38	7	20	37	58	2	433	..	2	433	61	949

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